



PLACER COUNTY FACILITY SERVICES DEPARTMENT

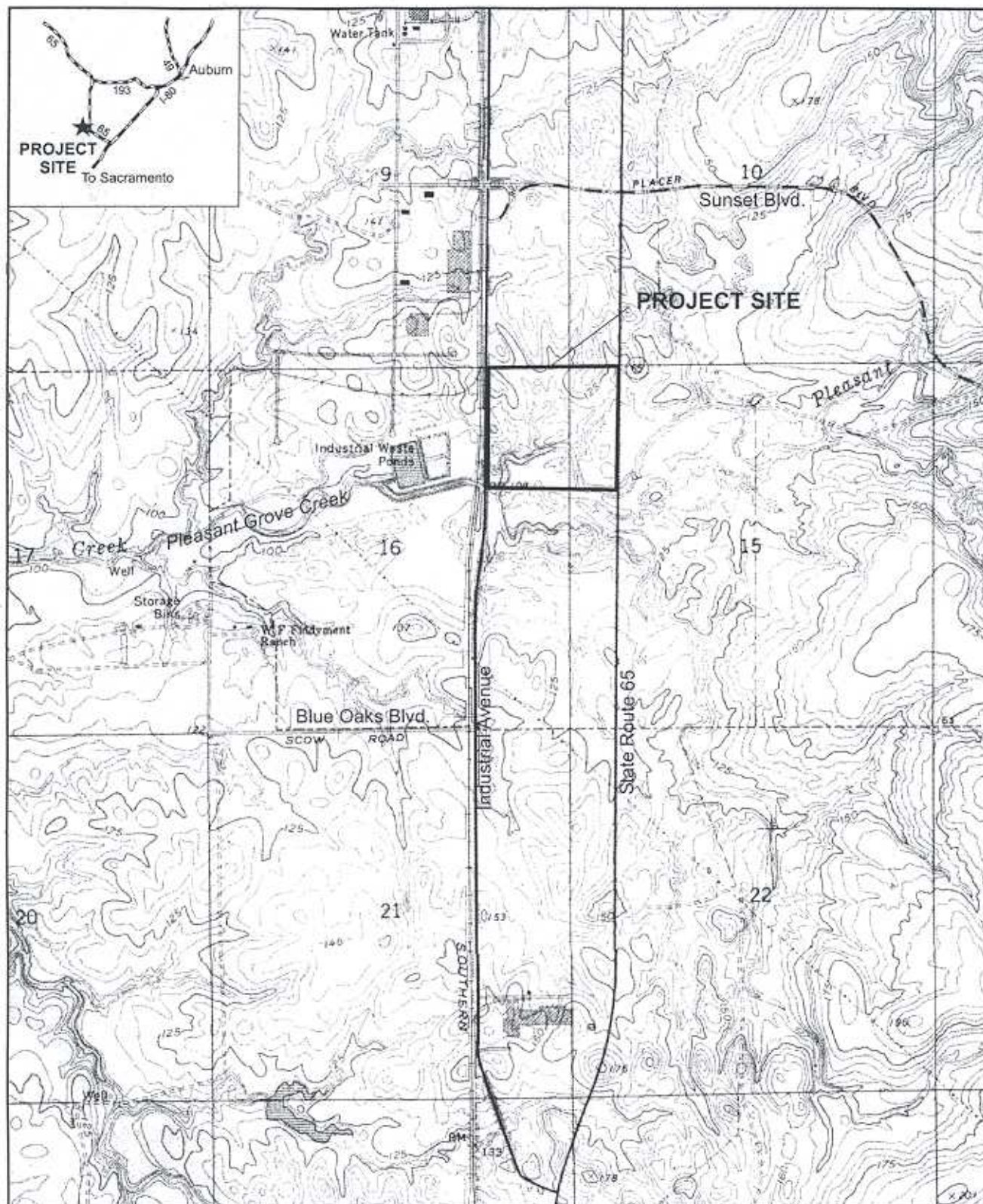
11476 C Avenue, Auburn, CA 95603 (530) 886-4900/FAX (530) 889-6863

INITIAL STUDY

In accordance with the policies of the Placer County Board of Supervisors regarding implementation of the California Environmental Quality Act, this document constitutes the Initial Study for the proposed project. This Initial Study provides the basis for the determination whether the project may have a significant effect on the environment.

I. BACKGROUND

TITLE OF PROJECT:	South Placer Justice Center
LEAD AGENCY:	Placer County Department of Facility Services 11476 C Avenue Auburn, CA 95603
CONTACT PERSON:	Dennis Salter, Project Manager (530) 886-4900
PROJECT LOCATION:	The project site comprises approximately 74 acres located at 10800 Industrial Avenue, in the northwest portion of the City of Roseville. The project location and vicinity are shown in Figure 1. Pleasant Grove Creek forms the southern site boundary, Industrial Avenue forms the western boundary, State Route 65 forms the eastern boundary, and the City of Roseville City Limits form the northern boundary.
APPLICANT:	Placer County Facility Services Capital Improvements Division 11476 C Avenue Auburn, CA 95603
GENERAL PLAN:	The majority of the project site is located within the City of Roseville, and a portion of the site is located within unincorporated Placer County. The City of Roseville General Plan designates the site "General Industrial." The ±6-acre portion of the site that is not within the City is designated by Placer County as "Industrial."
ZONING:	City of Roseville zoning for the site is General Industrial (M2), and Placer County zoning for the site is Open Space (OS). Zoning designations of the site and surrounding properties are shown in Figure 2.



north
fork
associates

0 1000 2000
Approximate scale in feet



Basemap: Roseville, CA USGS
7.5 minute topographic quadrangle

Figure 1

SITE AND VICINITY MAP
South Placer Justice Center

City of Roseville, Placer County, CA

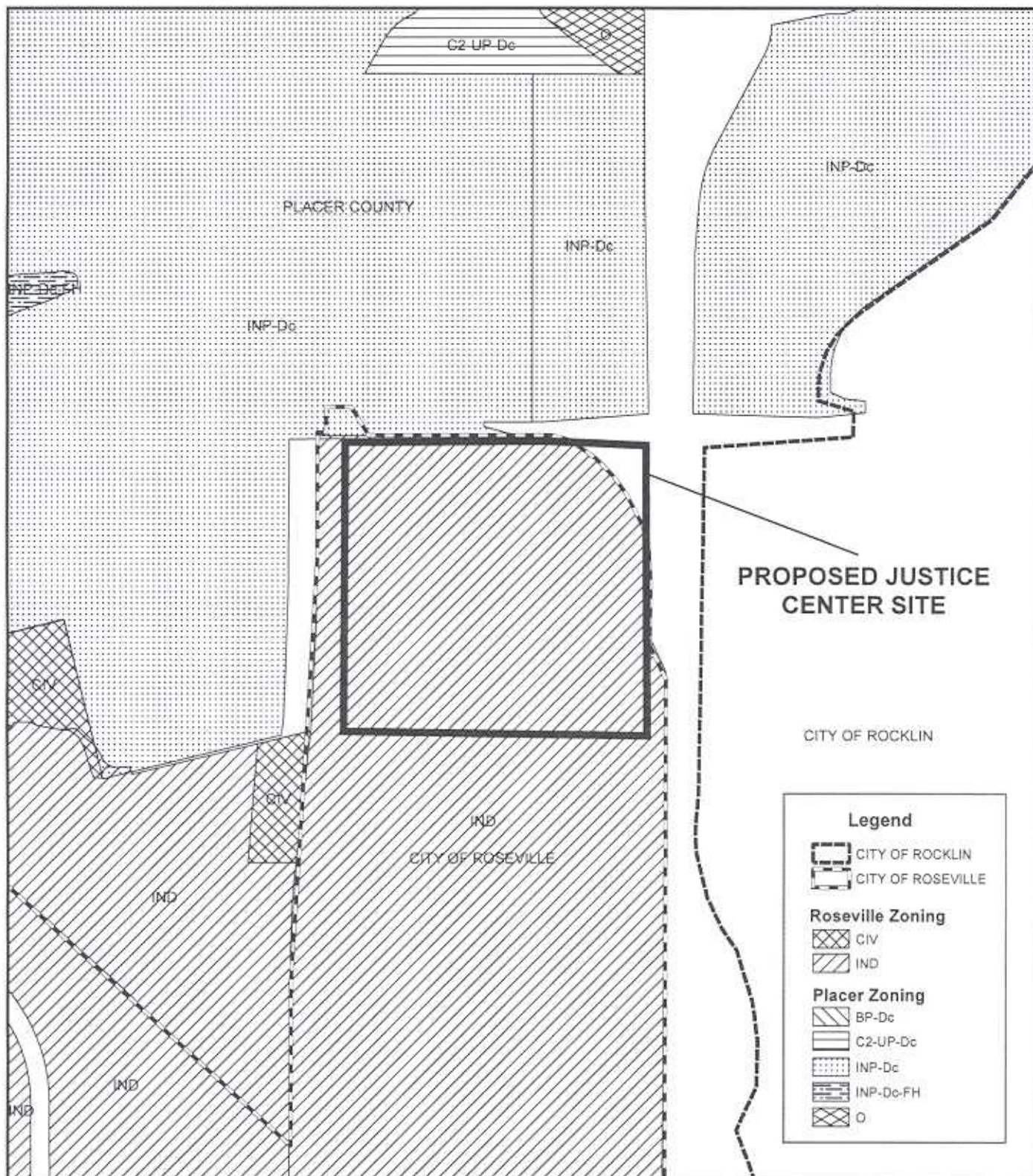


Figure 2

ZONING MAP

South Placer Justice Center

City of Roseville, Placer County, CA



north
fork



0 400 800
Feet

I. BACKGROUND

SITE DESCRIPTION: General topography of the project area is shown in Figure 1, and an aerial photograph is provided in Figure 3. The vacant parcel that comprises the project site was previously rough graded in association with the Commerce Center 65 project (see discussion below). Existing elevations on site range from 100 to 132 feet above mean seal level.

Prior to grading, the site supported annual grasslands and wetland habitat. Very little natural vegetation or topography remains onsite, however according to the California Department of Fish and Game (study conducted during Spring of 2001) the site is located within three miles of a known Swainson's hawk (*Buteo swainsonii*) nest and could provide some foraging habitat for this species.

A section of Pleasant Grove creek exists in the southern 19-acre portion of the project site. All other wetlands on the project site were permitted and filled in association with the previously approved Commerce Center 65 project. The remaining 19 acres of wetlands (Pleasant Grove Creek) have been preserved and will be deeded to the City of Roseville for perpetual maintenance upon completion of the required 5-year monitoring period. The City is currently managing the preserve area with endowment funds paid by the JB Company. The Operations and Management Plan and deed restrictions for the preserve were approved by the Corps of Engineers in 2000.

The project site is located in an industrial area. Adjacent parcels to the north, south, and west support existing industrial land uses, including an equipment rental facility and an industrial park development. State Route (SR) 65 forms the eastern site boundary. East of SR 65 is land zoned Business Park, Commercial, and Light Industrial within the City of Rocklin. Industrial Avenue and the Union Pacific Railroad border the site on the west. The nearest residential land use (Highland Reserve and Woodcreek East) are located approximately 1.1 miles from the project site.

PROJECT DESCRIPTION: Construction of a 676,149 square foot (sq ft) justice facility on ±55 acres of the ±74-acre project site. The remaining 19 acres of wetlands associated with Pleasant Grove Creek will be preserved pursuant to the existing Operations and Management Plan (approved by the Corps in 2000 as part of the Commerce Center 65 project).

REQUIRED ENTITLEMENTS:

City of Roseville: Upon annexation of six acres of the site to the City of Roseville (the annexation process is discussed below), the proposed project would be developed within the City limits. Therefore the City of Roseville has the primary responsibility for approving the proposed site plans and ensuring that subsequent development complies with City standards. The City has already reviewed the environmental impacts of the proposed project, and subsequent to adopting a Mitigated Negative Declaration for the South Placer Justice Center project, the City of Roseville has approved the following entitlements:

Major Project Permit for Stage One which included approval of the conceptual development plan presenting building layout, parking areas, landscaping, and other open space areas. Stage One approval provides for the phased construction of the 676,149 square foot project including the 110,700 sq. ft. courthouse, 60,000 sq. ft. private office building (Office B), 163,677 sq ft justice services building (District Attorney, Public Defender, etc.), 40,000 sq ft archive/storage building, 50,889 sq ft sheriff substation, 18,733 sq ft ancillary

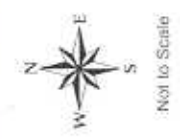


Figure 3

**AERIAL PHOTO AND
DEVELOPMENT PLAN**
South Placer Justice Center
City of Roseville, Placer County, CA



I. BACKGROUND

building (vehicle shop), and a 232,150 sq ft detention facility with a capacity for up to 980 inmates. The project will be developed in phases through the year 2025.

Major Project Permit for Stage Two, which includes approval of the final architectural design and landscape treatments for the courthouse and private office building.

Tentative Subdivision Map to subdivide approximately 67 acres into four parcels. A fifth parcel (6 acre Parcel D) exists outside of the City limits and will be incorporated into the project, but is excluded from the Tentative Map.

Conditional Use Permit to allow a detention facility (classified as an Intensive Public Facility) in the General Industrial zone district.

General Plan Amendment to assign preliminary land use designation on ± 6 acres of the project site of General Industrial (IND) in preparation for annexation into the City of Roseville corporate limits. The 6-acre parcel is currently designated Industrial Park by Placer County.

Rezone (Prezone) to assign preliminary zoning of General Industrial (M2) to ± 6 acres of the project site in preparation for annexation.

Placer County: The proposed project involves the establishment of a Justice Center to provide services to the southern portion of the County. Services will not be limited to the City of Roseville. Therefore, part of the project proposal is for Placer County to acquire ownership of a substantial portion of the project site, be responsible for construction of most of the proposed buildings, and lease the courthouse building from the private developer upon completion of construction. Three specific actions are requested of the Placer County Board of Supervisors in order to allow development of the South Placer Justice Center as proposed. The Board of Supervisors is requested to approve the Department of Facility Services acquisition of 43.6 acres of the project site ($\pm 59\%$ of the overall site), authorize the Department of Facility Services to implement the phased construction plan for the Stage One construction described below, and approve the Department of Facility Services 20-year lease of the courthouse building upon completion of construction. At the end of the 20-year lease, the County will acquire the building and the underlying property.

Placer County LAFCo: A six-acre parcel that forms the northeast corner of the project site is located within the boundaries of Placer County and is not currently a part of the City of Roseville. The City of Roseville will request that the Placer County Local Agency Formation Commission (LAFCo) approve the annexation of this parcel to the city boundaries. The City of Roseville has evaluated the environmental impacts of the proposed annexation. The City Planning Commission has approved the proposed rezoning of this parcel as identified above. City Council action is anticipated in late February/early March.

II. EARLIER ANALYSIS

CEQA provides that previously prepared analyses may be relied upon where, pursuant to tiering, use of a program EIR, or other CEQA process, one or more effect has been adequately analyzed in an earlier EIR or Negative Declaration [State CEQA guidelines Section 15063(c)(3)(D)].

CEQA Guidelines Section 15168 relating to program EIRs indicates that where subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity. The site-specific evaluation should determine whether the environmental effects of the operation were covered in the earlier program EIR. The program EIR establishes the basis for evaluation of future project actions to determine whether the future actions may have any significant effects. The project EIR can also be incorporated by reference in the site-specific evaluation to address regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

For this project, the City of Roseville prepared a CEQA Initial Study to determine whether the potential exists for unmitigatable impacts resulting from the proposed project. Relevant analysis from the City of Roseville General Plan certified EIR, Commerce Center 65 adopted Mitigated Negative Declaration, and project-specific studies and reports were used as the database for the City's South Placer Justice Center Initial Study and Mitigated Negative Declaration. Regarding the subject project, the **City of Roseville General Plan 2010 EIR** serves as the program-level EIR from which incorporation by reference can occur. The documents and previous analysis used by the City, as well as the City's Initial Study and Mitigated Negative Declaration for the South Placer Justice Center are available for review from the City of Roseville Planning Department at 311 Vernon Street, Roseville, CA 95678 (916) 774-5276.

The City of Roseville General Plan 2010 (GP) was adopted November 18, 1992. The GP did not, with the exception of the establishment of a 1,000 dwelling unit pool, allocate land uses beyond those identified in the previous General Plan. The focus of the revision was to update policies and to integrate the concepts developed through Roseville's specific plans, into citywide policy (page I-4 of the GP). No changes to land use allocations or granted entitlements were proposed in conjunction with the GP update. The GP EIR (SCH #92072064) was certified November 18, 1992 and is one of the previous environmental documents used in preparation of this Initial Study.

The City of Roseville South Placer Justice Center Initial Study adequately addressed all of the environmental impact areas listed below and incorporated mitigation measures for any effects that were checked as "Potentially Significant Unless Mitigation Incorporated." This Initial Study prepared by Placer County Department of Facility Services relies upon the existing conditions data and impact analysis presented in the City's Initial Study. All of the mitigation measures included in the City's Initial Study are repeated in this document and the attached Mitigation Monitoring and Reporting Program.

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 31083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal. App. 3d 1337 (1990).

III. EVALUATION OF ENVIRONMENTAL IMPACTS:

The impact analysis presented below responds to the questions included the CEQA Guidelines Appendix G Environmental Checklist and indicates the level of significance of each potential impact. Mitigation measures are provided as necessary to reduce effects from "Potentially Significant Impact" to "Less than Significant Impact." Each response and impact determination considers the entire proposed Placer County project, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts, pursuant to CEQA Guidelines Section 15063(a)(1).

This impact evaluation relies on analysis previously completed by the City of Roseville, as discussed in Section II above.

None of the environmental factors listed below would be significantly affected by this project after implementation of the mitigation measures included in this impact evaluation, as discussed in the analysis on the following pages. A Mitigation Monitoring and Reporting Program is provided as Attachment 1 to this Initial Study.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agricultural Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Hazards & Hazardous Material	<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning
<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance	<input checked="" type="checkbox"/>	None

Environmental Issues
(See attachments for information sources)

Potentially
Significant
Unless
Mitigation
Incorporated

Potentially
Significant
Impact

Less Than
Significant
Impact

No Impact

1. LAND USE PLANNING. Would the proposal:

a. Conflict with general plan/community plan/specific plan designation(s) or zoning, or policies contained within such plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with applicable environmental plans or policies adopted by responsible agencies with jurisdiction over the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be incompatible with existing land uses in the vicinity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Affect agricultural and timber resources or operations (e.g., impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. & c. The six-acre portion of the project site is designated by the Placer County General Plan as Industrial, while the remainder of the site is designated General Industrial (IND) by the City of Roseville General Plan. Adjacent parcels in Placer County are also designated Industrial or Industrial Park, and adjacent parcels in the City of Roseville are designated General Industrial or "Highway 65." Zoning for the portion of the site within Placer County is Industrial Park and zoning within the City of Roseville is General Industrial (M2).

The County's acquisition of 43.6 acres of the project site would have no impact related to the existing General Plan or Zoning designations of the site or the implementation of either the City of Roseville or Placer County land use regulations.

With the exception of the detention facility, the proposed office and community service/public facility land uses are allowed land uses in these General Plan and zoning districts. Therefore, the County's lease of the courthouse would have no impact on implementation of either General Plan or other land use regulations.

Both the County and City General Plans describe the intent of the Industrial and General Industrial land use categories as providing areas for land uses that tend to be incompatible with residential or other sensitive receptors, such as the resident population of a detention facility. The operation of a detention facility in an industrial area could represent a conflict with General Plan designations, however the completion of the Conditional Use Permit process through the City of Roseville ensures that potential land use conflicts are avoided or minimized. The City found that the location, size, design, and operating characteristics of the detention facility are compatible with the surrounding industrial land uses, and provide the jail inmates with adequate protection from excessive noise levels and poor air quality. A description of the operating characteristics of the jail is provided in Attachment 2.

The proposed project would require annexation of a six-acre parcel to the City of Roseville and amendment to the City's General Plan. Approval or denial of the annexation is the responsibility of the Placer County Local Agency Formation Commission. The existing and proposed land use designations and zoning for this parcel are consistent with one another. Therefore, the proposed annexation, if approved, would not conflict with general plan and zoning designations or policies.

Environmental Issues
(See attachments for information sources)

Potentially
Significant
Unless
Mitigation
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Less Than
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No Impact

1. LAND USE PLANNING. Would the proposal:

- b. Both the City and County planning documents anticipate industrial development at the project site. The proposed project includes preservation of the 19 acres of wetlands and riparian habitat associated with Pleasant Grove Creek. Therefore, the County's proposed acquisition of 43.6 acres of the project site, construction of buildings, and lease of the courthouse do not conflict with implementation of any applicable environmental plans and policies for the project vicinity.
- d. There are no agricultural land uses or resources on or adjacent to the project site.
- e. The project site is surrounded by industrial land uses and/or land use designations and bound on the east by SR 65. No existing communities would be affected by the proposed project.
- f. The detention facility is considered an "Intensive Public Facility" land use, which is a conditionally permitted land use in the City of Roseville General Industrial zone district. As stated above, The City found that the location, size, design, and operating characteristics of the detention facility are compatible with the surrounding industrial land uses. The County's construction and operation of the jail would represent a less than significant alteration in the planned land uses for the site.

2. POPULATION AND HOUSING. Would the proposal:

- | | | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Cumulatively exceed official regional or local population projections? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Displace existing housing, especially affordable housing? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- a. The proposed project does not include a typical residential component; however, the proposed detention facility will house up to 980 inmates that for population purposes are considered new residents. The City services demanded by the additional residents include water, sewer, and electricity. These services are available in the project area, and will be required for the other land uses in the proposed project. Specific demands for utility services are analyzed in the Utilities section of this Initial Study. The County's proposed land acquisition, facility construction and operation, and lease of the courthouse would have less than significant impacts on regional and local population projections.
- b. The proposed land acquisition would have no impact on population growth, while operation of the proposed facilities may create an indirect impact by inducing housing demand and population growth during and after construction as additional employment opportunities are created in the City of Roseville. These impacts were anticipated by and are acknowledged in the City's General Plan EIR, which considers these impacts to be less than significant. The County's proposed actions are consistent with the expected impacts identified in the City of Roseville General Plan. Therefore, the project will have a less than significant impact on housing and population.
- c. There are no existing residential land uses on or adjacent to the project site that will be impacted by the proposed project.

3. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Unstable earth conditions or changes in geologic substructures? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Environmental Issues
(See attachments for information sources)

Potentially
Significant
Unless
Mitigation
Incorporated

Potentially
Significant
Impact

Less Than
Significant
Impact

No Impact

3. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:				
b.	Significant disruptions, displacements, compaction or overcrowding of the soil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantial change in topography or ground surface relief features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	The destruction, covering or modification of any unique geologic or physical features?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Any significant increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Exposure of people or property to geologic and geomorphological (i.e. avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a.	<p>The County's proposed land acquisition and operation of facilities (including leasing the courthouse) would have no impact on geological resources.</p> <p>The construction proposed by the Placer County Department of Facility Services includes more than 500,000 square feet across the 43.6 acres of the site that are proposed for acquisition by the County. A preliminary geotechnical investigation for the project site has been completed, with the finding that no significant instability exists in the project area. The City of Roseville Engineering Division will review and approve all grading plans before grading permits are issued, and the City of Roseville Building Department will review and approve all construction plans before a building permit is issued. These reviews will ensure that all grading and construction undertaken by Placer County would not adversely affect existing geologic conditions in the project area.</p>			
b, e, & f.	<p>The majority of the project site was previously rough graded in conjunction with a previously approved development project, therefore the extent of grading associated with the Stage One construction being undertaken by Placer County will be minimal. However, any amount of grading could result in some soil displacement and compaction and increased potential for wind and water erosion.</p> <p>All grading activities will require a grading permit from the Engineering Division of the Roseville Public Works Department. Grading and erosion control measures will be incorporated into the grading plans as required by the City's Improvement Standards. This will ensure that the impacts associated with grading are less than significant.</p>			
c. & d.	<p>Very little topographic variation remains onsite as a result of the previously completed rough site grading. No unique geologic or physical features exist onsite. The additional grading associated with the proposed Placer County construction would have a less than significant impact on topographic features of the site.</p>			
g.	<p>The project site is geographically removed from hazards of landslides and mudslides, and all areas of the state of California are subject to risks of earthquakes. The City of Roseville General Plan finds such impacts to be less than significant since new buildings and structures are required to comply with all applicable building codes. Construction plans will be reviewed by the City of Roseville Building Department before a building permit is issued and the Engineering Division will review and approve all grading plans to ensure that all grading, surfaces, and structures would withstand shrink-swell potentials and earthquake activity in this area.</p>			

Environmental Issues
(See attachments for information sources)

No Impact Less Than
Significant Potentially
Impact Significant
Unless Potentially
Mitigation Significant
Incorporated Impact

4. WATER. Would the proposal result in:				
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people or property to water related hazards such as flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Discharge into surface waters or other alterations of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Changes in currents, or the course or direction of water movements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Change in the quantity of groundwater, either through direct additions of withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Altered direction or rate of flow of groundwater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Impacts to groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Impacts to the watershed of important surface water resources, including but not limited to, Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a, b, d, e. The County's acquisition of 43.6 acres of the project site and lease of the courthouse building would have no impact on rates or amounts of surface water runoff from the site.</p> <p>Paving and building construction included in the Stage One portion of the proposed project would increase the amount of impervious surfaces in the project site, which would eliminate or reduce opportunities for soil absorption of water across most of the site. This would increase the amount of surface water runoff being directed into the City's drainage system. The City of Roseville General Plan EIR evaluated the potential impacts related to increased runoff and downstream flooding assuming full build-out of the project site and other properties in the City. The General Plan EIR found that, with the implementation of City standards and programs, the potential flooding impacts would be less than significant. This project site is above the 100-year flood surface elevation. The proposed project will be subject to the adopted City standards and programs, including requirements for a drainage system that will adequately handle onsite drainage associated with the development of the property. As a result, the runoff and flooding impacts will be less than significant.</p>				
<p>c. The County's proposed project does not include any grading activities or operational characteristics that will result in direct discharges into surface water. All drainage will be collected through an onsite storm drain system, as discussed above, and directed to the City's storm drain system. Maintenance of the onsite storm drain system for the 43.6 acres proposed for acquisition by Placer County would be the responsibility of the County, while the private land owner would be responsible for maintenance of the storm drain system on the remainder of the site.</p>				

Environmental Issues*(See attachments for information sources)*

No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
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4. WATER. Would the proposal result in:

- f. – i. The proposed project does not include any grading activities or operational characteristics that will have an effect upon groundwater flow or quantities, and will not result in the release of materials that will affect groundwater. Therefore, no impacts to overall groundwater recharge and quantity, direction or flow of groundwater, or groundwater quality would occur.
- j. The project site is not located in proximity to any of the surface water reservoirs mentioned. Runoff from the project site would be directed to the City of Roseville storm drain system.

5. AIR QUALITY. Would the proposal:

a. Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have the potential to increase localized carbon monoxide levels at nearby intersections in exceedance of adopted standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. Both the State and federal government establish air quality standards. Federal Government standards are adopted by the regional council of governments, and are enforced by the Environmental Protection Agency (EPA). State air quality standards are adopted by the California Air Resources Board (CARB) while local Air Pollution Control Districts (APCDs) have the authority to enforce adopted air pollution control plans. California state standards are more stringent than the federal standards. The western portion of Placer County, including the City of Roseville, is part of the Sacramento Valley Air Basin, which has been designated "non-attainment" with respect to federal standards for ozone and particulate matter.

The Federal Clean Air Act requires non-attainment areas to develop air quality plans that contain strategies for achieving attainment. In response to the non-attainment designation of the Sacramento Valley Air Basin with respect to federal O₃ standards, the three Air Quality Management Districts and two Air Pollution Control Districts in the Sacramento region developed the Sacramento Area Regional Ozone Attainment Plan, also known as the 1994 State Implementation Plan (SIP). This document identifies a comprehensive regional strategy to reduce O₃ levels in the region. The SIP focuses on reducing emissions of Reactive Organic Compounds (ROC, or Reactive Organic Gases - ROG) and Oxides of Nitrogen (NO_x), as these pollutants are the precursors to O₃. To attain a one-ton-per-day reduction in ROC and NO_x emissions the SIP requires implementation of transportation control measures and land use control measures.

Project Impacts: Air pollutants are typically emitted during **grading and construction** activities, as well as from manufacturing processes, landscape maintenance activities, and vehicular traffic. Short-term impacts to air quality can be expected in association with grading and construction of the Phase One facilities. These impacts are primarily associated with grading activities and the increased potential for dust and wind erosion of soils. All potential impacts from project construction can be mitigated through compliance with City of Roseville standards. Specifically, particulate matter resulting from construction dust will be reduced to a less than significant impact by implementing standard dust control measures, such as watering the site, on the job site as part of an erosion control plan. The grading permit and onsite inspection by the Public Works Department will ensure all appropriate dust control measures are implemented to reduce short-term air quality impacts to less than significant levels.

5. AIR QUALITY. Would the proposal:

- a. (cont) Vehicle exhaust produced during project construction could contribute to a deterioration of ambient air quality. The existing condition of the site — previously rough graded — will limit the amount of grading necessary for construction of this project, which will reduce the total vehicles usage during construction. Therefore air pollutant emissions from this project will be less than for other similar projects. These impacts are considered to be less than significant due to their short-term nature.
- During operation of the Stage One facilities and courthouse, a decrease in air quality can be expected above the current undeveloped state of the site, due primarily to increased vehicle trips to the site. Landscape maintenance at the site would also contribute incrementally to a decrease in air quality. The State regulates vehicle emissions through the Smog Check program. Additionally, the City of Roseville currently has a Transportation Systems Management (TSM) Ordinance in place and is expanding City transit services to reduce vehicle trips within the City. No fixed route bus service to the project site is planned, but dial-a-ride service is available, as discussed in Section 6f below. The incremental increases in air pollutant emissions related to vehicle trips to the site and landscape maintenance would remain less than significant when compared to the Placer County APCD's thresholds for significant air quality impacts.
- Cumulative Impacts:** The project is consistent with the City of Roseville General Plan land use designation of General Industrial and the air quality impacts identified in and evaluated in the General Plan EIR, which finds that incremental increases in air pollutant emissions associated with individual projects will degrade air quality in the cumulative condition. The General Plan EIR finds that the significant adverse cumulative air quality impacts cannot be mitigated to a less than significant level even with the mitigation measures included in the EIR, and the City adopted findings of overriding consideration to address these impacts. However CEQA requires that reductions in adverse project impacts be made, where it is feasible to do so.
- No impacts to air quality would result from the County's acquisition of 43.6 acres of the project site.
- b. Land uses adjacent to the project site include industrial and transportation facilities (SR 65, Union Pacific Railroad). The nearest sensitive receptors are the residences located approximately 1.1 miles from the project site. Air pollutants generated at the project site would not significantly affect these residences.
- c. Localized carbon monoxide concentrations occur when traffic congestion results in long queues of idling vehicles at stoplights and stop signs. Significant traffic congestion at project-affected intersections is not expected to result from construction and operation of the proposed Stage One facilities and the courthouse, as indicated in the traffic impact analysis completed for the proposed project. Therefore, less than significant carbon monoxide concentrations are expected to occur.
- d. The construction and operation of the proposed Stage One facilities and the courthouse would not generate significant odors. Additionally, the nearest sensitive land use is a residential development more than one mile from the project site and would not be exposed to any odors generated at the project site.

6. TRANSPORTATION/CIRCULATION. Would the proposal result in:

a. Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues
(See attachments for information sources)

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6. TRANSPORTATION/CIRCULATION. Would the proposal result in:				
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
e. Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Rail, waterborne, or air traffic impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a. A traffic impact analysis for the entire proposed project was prepared by DKS Associates in October 2003. The traffic analysis is provided with this Initial Study as Attachment 3. The Placer County General Plan establishes a policy of maintaining a Level of Service (LOS) C on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS D. The City of Roseville General Plan identifies the following criteria for determining significant impacts to the City's circulation system:</p> <ul style="list-style-type: none"> • The proposed project would result in less than 70 percent of the total existing and planned signalized intersections to operate at LOS C or better conditions (based on build out of currently entitled land within the City and 2020 market rate development outside of the City). • The proposed project would cause a signalized intersection or roadway segment previously identified in the CIP as functioning at LOS C or better under cumulative conditions to function at LOS D or worse. • The proposed project would cause a signalized intersection or roadway segment previously identified in the CIP as functioning at LOS D or E under cumulative conditions to degrade by one or more LOS category (i.e., from LOS D to LOS E). <p>The traffic impact analysis was based on the original proposed site plan, which included 70,000 sq. ft. of private office space in addition to the County justice facilities. The traffic analysis found that the overall project would lower the LOS at two area intersections below LOS C. These intersections were Eureka/Douglas (LOS D to E) and Foothills/Blue Oaks (LOS C to D). The traffic study identified available mitigation for the Foothills/Blue Oaks intersection that would raise the LOS to C. However, no mitigation was available for the Eureka/Douglas intersection. Based on the standards of significance identified above, the degradation in LOS at the Eureka/Douglas intersection with no mitigation available would be considered a significant unavoidable impact.</p> <p>To reduce the impact to a less than significant level, the office component of the project has been reduced by 10,000 sq. ft. The traffic study was revised to evaluate a 10,000 sq. ft. reduction in office square footage, leaving a total of 60,000 sq. ft. of office space. As a result of this analysis, the traffic study concludes that the LOS of the Eureka/Douglas intersection, which currently functions at LOS D, will no longer degrade to LOS E and will remain at LOS D. However, as a result of the reduction, the project will now degrade intersection LOS at the Sierra Gardens/Douglas intersection from LOS C to LOS D. The traffic study identifies the following mitigation for the Foothills/Blue Oaks and Sierra Gardens/Douglas intersections:</p> <ul style="list-style-type: none"> ➤ MITIGATION MEASURE #1: The City of Roseville Capital Improvement Program shall be modified to include a westbound right-turn lane at the Sierra Gardens Dr/Douglas Bl. Intersection and a 3rd southbound thru and 3rd northbound left turn lanes or 4th westbound thru lane at the Foothills Bl./Blue oaks Bl. Intersection. ➤ MITIGATION MEASURE #2: Office A shall be reduced in size to 163,677 square feet. The project as a whole shall be limited to 676,149 square feet. 				
<p>b. & c. The traffic impact analysis considered safety issues for onsite circulation and emergency access. No impacts to safety will occur.</p>				

6. TRANSPORTATION/CIRCULATION. Would the proposal result in:

- d. Parking requirements are expressed in the City of Roseville Zoning Ordinance (Roseville Municipal Code Chapter 19.24) based on building size for specific use types. However, all of the uses proposed with the Justice Center, except for the office buildings, do not have specific parking requirements, and are instead determined on a case-by-case basis during the City's Design Review Permit review and approval process.

During the fall and winter of 2002, Placer County Department of Facility Services retained Dan Smith & Associates to conduct a parking needs assessment for the South Placer Justice Center. A synopsis of the parking analysis for the courthouse has been included with this Initial Study as Attachment 4. A breakdown of the anticipated parking demand is provided in the table below:

Use	Area (s.f.)	Applicable Parking Ratio	Parking Required
Courthouse	110,700	1:214 ¹	517
Office A	163,677	1:250	655
Office B	60,000	1:250	240
Archive/Storage	40,000	1:1,000	40
Sheriff's Office	50,889	1:250	204
Ancillary	18,733	1:400 ²	47
Detention Facility	232,150	1:1000 ³	232
Total Required =			1,935
Total Provided =			2,168

¹ See Attachment 4 for additional information.

² The anticipated use for the ancillary building is vehicle maintenance and fleet support. The City has applied the standard ratio for auto repair for this building at 1 space per 400 square feet.

³ The City does not have a standard parking ratio for detention facilities. The 1:1000 ratio has been used as a worst-case scenario to account for 49 correctional employees (maximum at buildout), an average of 80 visitors per day for inmate visitation, 20 professional staff, 8 medical program providers, 4 food-service related, 4 service/maintenance personnel, and transient parking for arresting officers.

Based on the anticipated operational characteristics of each building and land use, the City of Roseville Planning Department and Placer County Department of Facility Services believe that the total amount of parking provided is adequate to serve the proposed project.

- e. The City Public Works Department-Engineering Division has reviewed the project site plans and has not identified any hazards to pedestrians or bicyclists.
- f. The City does not currently provide fixed route transit services to the proposed Justice Center site, nor is fixed route service planned in the near future. The City's transit planning policy document encourages that projects locate within ¼ of a mile of an existing or planned fixed route. The project site is outside of this location criteria. Since the City did not anticipate and does not have plans to provide fixed-route service to Industrial Boulevard, the Transportation Division expects a higher demand to be placed on the City's Dial-a-Ride program.
- The Justice Center is anticipated to generate a higher demand for Dial-a-Ride services than the previously approved project on this site. It is also expected that the Placer County Transportation Planning Agency will require the City to provide fixed-route service to the project site once a proven demand is demonstrated. The increased Dial-a Ride demand (short term) and potential need for fixed route service will result in a potentially significant impact to the City's transit system.
- To address the impact resulting from the proposed project, Placer County Department of Facility Services proposes to share the burden of capital and ongoing operational costs to provide transit services to the project. The estimated transit costs for the project are as follows:
- Dial-a-Ride**
- Capital Costs:* Reimbursement is based on an estimate of one bus every five years over a 20-year period with a cost of \$75,000 per bus and an estimate of 4.2% responsibility (an estimated 100 trips per month to/from this facility or 4.2% of current ridership).

6. TRANSPORTATION/CIRCULATION. Would the proposal result in:

f. (cont) Total cost: $\$300,000 \times 4.2\% = \$12,600$

Operational Costs: Reimburse City's actual cost per dial-a-ride trip (currently \$17.50) provided to/from the project site. The City would monitor the number of trips provided and invoice the property owner quarterly. Reimbursement would be based on the actual number of trips provided, not to exceed a total of \$9,000 annually.

Fixed Route

Capital Costs: Upon an identified need for fixed-route service to this site, the property owner shall pay \$50,000 to the City to be used towards the purchase of additional fixed-route buses. Reimbursement is based on an estimate of one bus every 5 years over a 20-year period with a cost of \$300,000 per bus and an estimate of 5% responsibility ($\$1,000,000 \times 5\% = \$50,000$)

Operational Costs: If demand warrants fixed-route service in the future (as mandated by PCTPA), reimbursement would be provided based on the following formula:

$$[(\text{No of Service Days (N)} \times \text{Hours of Service Per Day on Route (H)} \times \text{Hourly Operating Cost (C)}) + \text{Annual cost of bus replacement (B)}] \times (\text{Percent of fixed route miles needed to service project } [\%RM])$$
, or:

$$[(\text{N})(\text{H})(\text{C}) + \text{B}] \times (\%RM)$$

Example: (actual cost may vary and is dependent on which existing route(s) must be altered to provide service)

N = 255 days of service

H = 14 hours of service per day

C = \$49.74 per hour operating costs

B = \$300,000 vehicle/12 year life

%RM = .22 (22%) (Based on round-trip distance from nearest stop at Foothills/Blue Oaks intersection – Route R)

This is calculated as $[(255 \times 14 \times 49.74) + (\$25,000)] \times .22 = \$44,565.80$ annually

Reimbursement should continue for the life of the project or until the City and County mutually agree that it is no longer necessary. Dial-a-ride reimbursement will be maintained until fixed-route service is initiated. Reimbursement for fixed-route service would begin in the fiscal year following a PCTPA finding that an unmet need exists and is reasonable to meet, or the City determines that fixed route service is needed to alleviate demands on the dial-a-ride service.

To reduce impacts to the City's transit system to a less than significant level, the following Mitigation Measures are proposed:

- **MITIGATION MEASURE #3:** The County shall enter into an agreement with the City to provide reimbursement for capital and on-going operational costs associated with providing transit services to the Justice Center facility. Capital cost reimbursement shall be in the amount of \$12,600 for Dial-a-Ride service, and \$50,000 for fixed route service upon an identified need for fixed-route service. Reimbursement for operational costs shall reflect the City's actual cost for providing the service and shall be determined by the following formulas:

Fixed Route:
$$[(\text{No of Service Days (N)} \times \text{Hours of Service Per Day on Route (H)} \times \text{Hourly Operating Cost (C)}) + \text{Annual cost of bus replacement (B)}] \times (\text{Percent of fixed route miles needed to service project } [\%RM])$$

Dial-a-Ride: Actual cost per trip (currently \$17.50), not to exceed \$9,000 annually.

Environmental Issues
(See attachments for information sources)

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6. TRANSPORTATION/CIRCULATION. Would the proposal result in:

f. (cont)

- **MITIGATION MEASURE #4:** Reimbursement shall continue for the life of the project or until the City and County mutually agree that it is no longer necessary. Dial-a-ride reimbursement will be maintained until fixed-route service is initiated. Reimbursement for fixed-route service shall begin in the fiscal year following a PCTPA finding that an unmet need exists and is reasonable to meet, or the City determines that fixed route service is needed to alleviate demands on the dial-a-ride service.

With implementation of Mitigation Measures #3 and #4, impacts to the City's transit system are considered less than significant.

g. The project would have no impact on air, rail, and water transportation.

7. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

a. Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Locally occurring natural communities (e.g., oak woodlands, mixed conifer, annual grasslands, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Significant ecological resources including: 1) Wetland areas including vernal pools; 2) Stream environment zones; 3) Critical deer winter ranges (winter and summer), migratory routes and fawning habitat; 4) Large areas of non-fragmented natural habitat, including but not limited to Blue Oak Woodlands, Valley Foothill Riparian, vernal pool habitat; 5) Identifiable wildlife movement zones, including but not limited to, non-fragmented stream environment zones, avian and mammalian routes, and known concentration areas of waterfowl within the Pacific Flyway; 6) Important spawning areas for anadromous fish?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. & b. There are no known endangered, threatened or rare species on the site. The project site has been previously disturbed through rough grading, and little natural topography or vegetation that could provide wildlife habitat remains. Construction and operation of the County's proposed justice center would eliminate any existing habitat onsite. The City of Roseville Planning Department received a letter from the California Department of Fish and Game stating that a Swainson's hawk (<i>Buteo swainsonii</i>) nest was observed approximately three miles from the project site during the spring of 2001 (Attachment 5 to this Initial Study), and identifying possible loss of foraging habitat for this species. The nest was actively used by a Swainson's hawk, which is a state-listed threatened species, during those observations. The City of Roseville 2010 General Plan EIR identifies the loss of annual grassland and habitat fragmentation as significant unavoidable impacts. A Statement of Overriding Considerations was adopted by the City Council for these impacts, therefore no mitigation is required at a project-specific level.				

Environmental Issues
(See attachments for information sources)

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7. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

- c. The project site was previously rough graded in association with the Commerce Center 65 project. During that activity, wetlands were filled pursuant to State and Federal permits. There are no remaining wetlands in the area proposed for development. The filled wetlands were mitigated both onsite in the wetlands preserve area, and through purchase of offsite mitigation credits through an approved mitigation bank. There are no trees or significant wildlife habitat remaining onsite, other than as discussed above.

8. ENERGY AND MINERAL RESOURCES. Would the proposal:

- | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Conflict with adopted energy conservation plans? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Use non-renewable resources in a wasteful and inefficient manner? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in the loss of availability of a known mineral resource that would be of future value to the region and state residents? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- a. - c. The proposed County acquisition of 43.6 acres of the project site would have no impact on energy and mineral resources. The facilities the County proposes to construct and operate are consistent with the level of development anticipated for the site by the General Plan. The City of Roseville General Plan EIR evaluated potential impacts to energy and mineral resources resulting from buildout of the City's infill areas, and found the impacts to be less than significant. As a result, the project will not have an impact to energy and mineral resources beyond what was assumed within the previous environmental analysis. Therefore, the impacts to energy and mineral resources are considered less than significant.
- The annexation of 6 acres of the site to the City limits will result in a slight increase in energy demand beyond what was assumed in the General Plan EIR. The City of Roseville Electric Department has verified that there is adequate capacity available to serve the additional 6 acres. (see Attachment 6).

9. HAZARDS. Would the proposal involve:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Possible interference with an emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The creation of any health hazard or potential health hazard? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Exposure of people to existing sources of potential health hazards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Increased fire hazard in areas with flammable brush, grass, or trees? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Environmental Issues
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9. HAZARDS. Would the proposal involve:

- a. – e. The County's proposed land acquisition and facilities construction would have no impact related to hazardous materials.

During operation of the proposed County facilities, it is expected that toxic and/or hazardous materials will be stored onsite, particularly in the archive/storage building, sheriff substation, and ancillary building (vehicle shop). Materials stored onsite are expected to include gasoline, motor oil, and diesel fuel for back-up generators. The California Health and Safety Code, and local City of Roseville Ordinances regulate the handling, storage and transportation of hazardous and toxic materials. The California Health and Safety Codes also require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials. Also, businesses or entities that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP). Furthermore, all business owners must file a site-specific business plan with the City Fire Department before a new building is occupied.

All of these plans would specify what to do in the event of an accident, including which transportation routes would be used. This project is located within an area currently receiving City of Roseville emergency services. As a result, the project would cause a less than significant impact to the City's Emergency Response or Management Plans. Therefore impacts related to use of hazardous materials will remain less than significant.

10. NOISE. Would the proposal result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. As discussed in responses c and d below, no substantial permanent or temporary increases in noise levels are expected to occur as a result of the proposed County actions of acquiring a portion of the project site, constructing and operating the proposed Stage One facilities, and leasing the courthouse building.				
b. Groundborne noises and vibration are typically associated with construction activities where substantial cuts are required to construct a building foundation. Some groundborne vibration could occur during excavation of building foundations, particularly for the jail and courthouse structures. However, as discussed below, compliance with the City of Roseville Municipal Code regulations regarding time limits on construction activities will ensure that potential impacts remain less than significant.				
c. Permanent increases in noise levels, if they occurred, would be a result of operation of the proposed Stage One facilities. The project site is located in an industrial area that does not support residential land uses or other sensitive receptors. Noises generated by the operation of the Stage One facilities (office buildings, sheriff's substation, and detention facility) would not result in significant impacts to surrounding land uses.				

Environmental Issues
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- d. Temporary increases in noise levels would be a result of the construction of the proposed project. Construction activities could expose nearby tenants/landowners to increased noise levels. These impacts would be temporary and are considered less than significant since noise resulting from construction activities regulated by the City of Roseville Municipal Code, Chapter 9.24 Noise Regulation, which prohibits construction during nighttime hours (7:00 p.m. to 7:00 a.m., Monday through Friday, and 8:00 p.m. to 8:00 a.m., Saturday, Sunday and Holidays.)

11. PUBLIC SERVICES. Would the proposal have an effect upon, or result in need for new or altered government services, in any of the following areas:

a. Fire Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Sheriff Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. & b. The County's proposed land acquisition would have no impacts on the provision of public services to residents and businesses throughout the City of Roseville.

The subject property is in an area of the City that currently receives City services and the project site is designated for industrial development in the City planning documents. The facilities proposed by Placer County are consistent with the General Plan designation of the site and the demand for service at the site will not exceed the City's planned service levels. With payment of impact fees to fund City services, operation of the proposed justice center would have less than significant impacts on provision of services.

The project is intended to improve operations of the sheriff's office and other criminal justice offices of the County. Currently, arresting officers throughout the County may have to leave their patrol areas to transport detainees to the existing County Jail in Auburn. Providing a jail in Roseville will improve coverage and response times for law enforcement services in the South Placer County area.

The nearest fire station is currently Station #5, located at Mahany Park approximately 4 miles away. Two additional fire stations are planned for the future, and will be located on Blue Oaks Boulevard (west of Woodcreek Oaks Bl) and Pleasant Grove Boulevard/Highway 65. These additional stations may also respond to calls for service at the proposed project. The project will be conditioned to comply with the Uniform Fire and Building Codes used by the City of Roseville to ensure that adequate water pressure is provided on the site, and it is anticipated that fire services to the site will be provided in conformance with City standards.

The proposed annexation of six acres of the site to the City of Roseville could result in the proposed project requiring services in an amount slightly in excess of that anticipated by the General Plan. However, the Police and Fire Departments have determined that the proposed annexation will have a less than significant impact on emergency services.

- c. The project does not provide new residences and is not anticipated to have an impact on school services.

Environmental Issues
(See attachments for information sources)

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d. & e: The project will require connections to the City's water and sewer system, electric system, roadway circulation system, and storm drain system. The proposed project is not anticipated to result in a substantial increase in services beyond that assumed for the previous industrial project. However, all private development projects are required to mitigate the incremental impacts the project has on city utilities, roadways, as well as regional facilities such as roads and sewer systems. Development impact fees are collected at the time building permits are issued for individual buildings. In this particular case, the County of Placer will assume ownership of all but 9.4 acres of the project site. The County has committed to the payment of all applicable development impact fees for the project. Development impact fees are used to mitigate development-related impacts on a Citywide basis, such as roadway and utility infrastructure improvements. Without payment of development impact fees on a project-specific basis, funding for capital improvement projects necessary to mitigate impacts are reduced, which results in a potentially significant impact.

In order to reduce this impact to a less than significant level, the following Mitigation Measure is proposed:

- **MITIGATION MEASURE #5:** The property owner shall pay all applicable development impact fees in effect at the time of building and/or grading permit issuance for each phase of development.

With implementation of Mitigation Measure #5, impacts to public services are considered less than significant.

12. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:				
a. Power or natural gas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Communication systems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Sewer, septic systems, or wastewater treatment and disposal facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Storm water drainage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Solid waste materials recovery or disposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Local or regional water supplies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a. – g. The County's proposed land acquisition and facility construction would not affect utility and service systems, while operation of the proposed Justice Center will require provision of services.</p> <p>Electric, water, and sewer services will be provided by the City of Roseville. Natural gas service will be provided by PG&E, telephone services by Roseville Telephone Company, and cable television services (if needed) by Comcast. The General Plan anticipated the need for services to the site, and the proposed use is consistent with the level of use anticipated by the General Plan. However, the 6-acre parcel proposed for annexation was not anticipated for development in the 2010 General Plan and was not included in the General Plan EIR.</p> <p>The City Utility Departments (Environmental Utilities, Electric, Telephone) have confirmed that adequate capacity is present to service the project, including the 6-acre parcel, without impacting their ability to maintain existing levels of service.</p> <p>All of the noted utility services are available to the site via Industrial Boulevard. The County will be required to provide connections to these utilities as necessary to meet current City standards and the standards of the other service providers. The project will not create a substantial need for or alteration of any utility services. Therefore, project related impacts are less than significant.</p>				

Environmental Issues
(See attachments for information sources)

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13. AESTHETICS. Would the proposal:				
a. Affect a scenic vista or scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Create adverse light or glare effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a. & b. The project site does not abut and is not visible from any scenic vista or scenic highway. The County's proposed acquisition of 43.6 acres of the site would not impact visual resources of the project area.</p> <p>The proposed construction of the County facilities will convert a vacant parcel to urban development. The City of Roseville General Plan EIR identified the conversion of open space to urban development as an unavoidable significant impact for which the City Council adopted a statement of overriding considerations. The project is consistent with and will not result in any new aesthetic impacts beyond those identified in the General Plan EIR.</p> <p>The City of Roseville has adopted Community Design Guidelines (CDG) with the purpose of minimizing the aesthetic impacts of new development projects. The CDG includes guidelines for building design, site design, and landscape design, which have the purpose of improving the built environment. The project has been designed to comply with these guidelines. City of Roseville planning and building department staff will review site plans prior to issuance of grading and building permits to ensure that consistency with the CDG is maintained.</p> <p>c. Light and glare associated with parking lot and building lighting will increase above the existing undeveloped condition. The CDG state that lighting should be designed to minimize offsite glare. Site plans will be reviewed by the City of Roseville to ensure plans are consistent with this guideline.</p> <p>Based on the above, the impacts associated with this project upon aesthetics are considered less than significant.</p>				

14. CULTURAL RESOURCES. Would the proposal:				
a. Disturb paleontological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Disturb archaeological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Affect historical resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have the potential to cause a physical change, which would affect unique ethnic cultural values?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Restrict existing religious or sacred uses within the potential impact area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. – e. No cultural resources are known to exist on the project site. Therefore, the impacts to potential cultural resources resulting from the County's proposed construction and facility operation will remain less than significant.				

15. RECREATION. Would the proposal:				
a. Increase the demand for neighborhood or regional parks or other recreational facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Affect existing recreational opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues
(See attachments for information sources)

Potentially
Significant
Unless
Mitigation
Incorporated
Potentially
Significant
Impact

Less Than
Significant
Impact
No Impact

15. RECREATION. Would the proposal:

- a. & b. The County's proposed land acquisition, construction and operation of the proposed County facilities, and operation of the courthouse will not generate additional demand for recreation opportunities within the City and will not impact existing or planned recreational facilities in the project vicinity. Therefore, the project will not significantly impact existing and planned park facilities.

III. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Long-term environmental goals of Placer County and the City of Roseville are not impacted by the proposed Justice Center. The cumulative impacts do not deviate beyond what was contemplated by the 2010 City of Roseville General Plan EIR. The project does not have the potential to degrade the quality of the environment, reduce the habitat of any wildlife species nor create adverse effects on human beings.

V. OTHER RESPONSIBLE AND TRUSTEE AGENCIES WHOSE APPROVAL IS REQUIRED

<input type="checkbox"/> California Department of Fish and Game	<input type="checkbox"/> Local Agency Formation Commission (LAFCo)
<input type="checkbox"/> California Department of Transportation (e.g. Caltrans)	<input type="checkbox"/> California Department of Health Services
<input type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/> California Integrated Waste Management Board
<input type="checkbox"/> California Department of Forestry	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> U.S. Army Corp of Engineers	<input type="checkbox"/> California Department of Toxic Substances
<input type="checkbox"/> U.S. Fish and Wildlife Service	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> The Resources Agency	<input type="checkbox"/> California Department of Parks and Recreation
<input type="checkbox"/> US Bureau of Reclamation	<input checked="" type="checkbox"/> None — local agencies only

VI. DETERMINATION (to be completed by the Lead Agency)	
A. I find that the proposed project is categorically exempt (Class ____) from the provisions of CEQA.	<input type="checkbox"/>
B. I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
C. I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures described herein have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input checked="" type="checkbox"/>
D. I find that the proposed project is within the scope of impacts addressed in an previously adopted Negative Declaration, and that only minor technical changes and/or additions are necessary to ensure its adequacy for the project. An ADDENDUM TO THE PREVIOUSLY-ADOPTED NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
E. I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required (i.e. Project, Program, or Master EIR).	<input type="checkbox"/>
F. I find that the proposed project MAY have a significant effect(s) on the environment, and at least one effect has not been adequately analyzed in an earlier document pursuant to applicable legal standards. Potentially significant impacts and mitigation measures that have been adequately addressed in an earlier document are described on attached sheets (see Section IV above). An ENVIRONMENTAL IMPACT REPORT will be prepared to address those effect(s) that remain outstanding (i.e. focused, subsequent, or supplemental EIR).	<input type="checkbox"/>
G. I find that the proposed project is within the scope of impacts addressed in a previously certified EIR, and that some changes and/or additions are necessary, but none of the conditions requiring a Subsequent or Supplemental EIR exist. An ADDENDUM TO THE PREVIOUSLY-CERTIFIED EIR will be prepared.	<input type="checkbox"/>
H. I find that the proposed project is within the scope of impacts addressed in a previously-certified Program EIR, and that no new effects will occur nor new mitigation measures are required. Potentially significant impacts and mitigation measures that have been adequately addressed in an earlier document are described on attached sheets, including applicable mitigation measures that are imposed upon the proposed project (see Section IV above). NO FURTHER ENVIRONMENTAL DOCUMENT will be prepared [see CEQA Guidelines, Section 15168(c)(2)], 15180, 15181, 15182, 15183.	<input type="checkbox"/>
I. Other:	<input type="checkbox"/>

Signature

Thomas Miller, Director
Printed Name

Date

Placer County Dept of Facility Services
For



PLACER COUNTY FACILITY SERVICES DEPARTMENT

11476 C Avenue, Auburn, CA 95603
(530) 886-4900/FAX (530) 889-6863

MITIGATION MONITORING and REPORTING PROGRAM

In accordance with the policies of the Placer County Board of Supervisors regarding implementation of the California Environmental Quality Act, this document constitutes the Mitigation Monitoring and Reporting Program for the proposed South Placer Justice Center project, which is the subject of a proposed Mitigated Negative Declaration.

I. BACKGROUND

TITLE OF PROJECT:	South Placer Justice Center
LEAD AGENCY:	Placer County Department of Facility Services 11476 C Avenue Auburn, CA 95603
CONTACT PERSON:	Dennis Salter, Project Manager (530) 886-4900
PROJECT LOCATION:	The project site comprises approximately 74 acres located at 10800 Industrial Avenue, in the northwest portion of the City of Roseville.
APPLICANT:	Placer County Facility Services Capital Improvements Division 11476 C Avenue Auburn, CA 95603
PROJECT DESCRIPTION:	Construction of a 676,149 square foot (sq ft) justice facility on ±55 acres of the ±74-acre project site. The proposed Justice Center would include a 110,700 sq. ft. courthouse, 60,000 sq. ft. private office building (Office B), 163,677 sq ft justice services building (District Attorney, Public Defender, etc.), 40,000 sq ft archive/storage building, 50,889 sq ft sheriff substation, 18,733 sq ft ancillary building (vehicle shop), and a 232,150 sq ft detention facility with a capacity for up to 980 inmates. The project will be developed in phases through the year 2025.

Section 21081.6 of the California Public Resources Code and Section 15074(d) of the CEQA Guidelines require public agencies to adopt a program to establish monitoring and reporting requirements to ensure implementation of measures the lead agency has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. This monitoring program is required for the proposed South Placer Justice Center because the Initial Study found that the project has the potential to result in significant adverse impacts and identified mitigation measures to mitigate those impacts.

PLACER COUNTY STANDARD MITIGATION MONITORING AND REPORTING PROGRAM: To the extent feasible, Placer County relies upon existing monitoring mechanisms to meet the intent of the CEQA requirements for adopting a mitigation monitoring and reporting program. Chapter 18 of the Placer County Code establishes the County's specific environmental review process for implementing all requirements of CEQA. Article 18.28 of the Code discusses mitigation monitoring and reporting, including the County's adoption of a standard mitigation monitoring and reporting program. This program incorporates the most frequently implemented mitigation measures into the Conditions of Approval and entitlement processes (i.e., grading plan review and approval, improvement/building plan review) eliminating the need to develop new monitoring processes for each mitigation measure. When mitigation measures are incorporated in the Conditions of Approval and entitlement processes, the County's approval of any development permits (i.e., grading permit, building permit, occupancy permit) must be preceded by verification from County staff that certain conditions of approval and mitigation measures have been met. The issuance of County approvals or permits then serves as the necessary monitoring of the associated mitigation measures.

PROJECT SPECIFIC MITIGATION MONITORING AND REPORTING PROGRAM: As the proposed South Placer Justice Center project site is located within the City of Roseville, the City will be responsible for reviewing grading, improvement, and building plans and issuing permits. Placer County will not issue any permits for the construction and operation of the project. Therefore, the Placer County standard Mitigation Monitoring and Reporting Program is not applicable to the proposed project and the County must adopt a project-specific program. This program is presented in the text below, which indicates the responsible party for implementation and for monitoring, the timing of implementation and monitoring, and performance criteria to determine the completeness of implementation for each required mitigation.

Mitigation Measure # 1: The City of Roseville Capital Improvement Program shall be modified to include a westbound right-turn lane at the Sierra Gardens Dr/Douglas Blvd. Intersection and a 3rd southbound thru and 3rd northbound left turn lanes *or* 4th westbound thru lane at the Foothills Blvd./Blue Oaks Blvd. Intersection.

Responsible Party:	City of Roseville Public Works Department , Engineering Division
Monitoring Authority:	City of Roseville Public Works Department , Engineering Division
Implementation Timing:	Prior to project construction completion (CIP Update scheduled for June 2004)
Monitoring Schedule:	Prior to project construction completion
Funding:	A concurrent adjustment to the City of Roseville development impact fees shall be made by the City of Roseville to require all development that may impact this intersection contribute a fair-share portion of the costs of improvements. The Placer County Department of Facility Services shall pay all required development impact fees pursuant to Mitigation Measure # 5.
Performance Criteria:	Payment of development impact fees by Placer County Department of Facility Services as adjusted to reflect the modification to the Capital Improvement Program.

Mitigation Measure # 2: Office A shall be reduced in size to 163,677 square feet. The project as a whole shall be limited to 676,149 square feet.

Responsible Party:	Placer County Department of Facility Services
Monitoring Authority:	City of Roseville
Implementation Schedule:	Improvement/Building Plans shall indicate building sizes.
Monitoring Schedule:	The City of Roseville Planning and Public Works Departments shall review Improvement and Building Plans to ensure building sizes comply with this mitigation measure. No plan approval or building permits shall be issued until compliance is demonstrated.

Funding:	No additional funding is necessary beyond payment of plan check fees by the Placer County Department of Facility Services to the City of Roseville.
Performance Criteria:	Compliance with terms of building permit.

Mitigation Measure # 3: The County shall enter into an agreement with the City to provide reimbursement for capital and on-going operational costs associated with providing transit services to the Justice Center facility. Capital cost reimbursement shall be in the amount of \$12,600 for Dial-a-Ride service, and \$50,000 for fixed route service upon an identified need for fixed-route service. Reimbursement for operational costs shall reflect the City's actual cost for providing the service and shall be determined by the following formulas:

- *Fixed Route:* $([No\ of\ Service\ Days\ (N) \times Hours\ of\ Service\ Per\ Day\ on\ Route\ (H) \times Hourly\ Operating\ Cost\ (C)] + Annual\ cost\ of\ bus\ replacement\ (B)) \times (Percent\ of\ fixed\ route\ miles\ needed\ to\ service\ project\ [\%RM])$
- *Dial-a-Ride:* Actual cost per trip (currently \$17.50), not to exceed \$9,000 annually.

Responsible Party:	Placer County Department of Facility Services
Monitoring Authority:	City of Roseville
Implementation Schedule:	An agreement shall be finalized prior to issuance of any grading or building permits. The agreement shall establish a payment schedule.
Monitoring Schedule:	The City of Roseville Planning Department and Public Works Department shall not issue any development permits until the agreement is finalized. The City of Roseville Public Works Department (Transportation Division) and City Manager shall monitor payments pursuant to the schedule established in the agreement.
Funding:	Placer County shall make all payments pursuant to the terms of the agreement.
Performance Criteria:	Compliance with payment terms for the life of the agreement.

Mitigation Measure # 4: Reimbursement for transit services shall continue for the life of the project or until the City and County mutually agree that it is no longer necessary. Dial-a-ride reimbursement will be maintained until fixed-route service is initiated. Reimbursement for fixed-route service shall begin in the fiscal year following a PCTPA finding that an unmet need exists and is reasonable to meet, or the City determines that fixed route service is needed to alleviate demands on the dial-a-ride service.

Responsible Party:	Placer County Department of Facility Services
Monitoring Authority:	City of Roseville
Implementation Schedule:	An agreement shall be finalized prior to issuance of any grading or building permits. The agreement shall include a clause requiring that reimbursement continue for the life of the project or until the City and County mutually agree that it is no longer necessary.
Monitoring Schedule:	The City of Roseville Planning Department and Department of Public Works Transportation Division shall monitor dial-a-ride costs pursuant to the terms of the agreement. The City of Roseville Transportation Division and City Manager shall monitor payments pursuant to the schedule established in the agreement.
Funding:	Placer County shall make all payments pursuant to the terms of the agreement.
Performance Criteria:	Compliance with terms of agreement.

Mitigation Measure # 5: The property owner shall pay all applicable development impact fees in effect at the time of building and/or grading permit issuance for each phase of development.

Responsible Party:	Placer County Department of Facility Services
Monitoring Authority:	City of Roseville
Implementation Schedule:	Upon issuance of building and/or grading permits.
Monitoring Schedule:	The City of Roseville Public Works Departments shall ensure fees have been paid at the time of permit issuance.
Funding:	Placer County Department of Facility Services shall pay applicable development impact fees to the City of Roseville.
Performance Criteria:	Payment of fees as required by City of Roseville.

South Placer Justice Center Jail Physical Plant and Operational Program

This document follows the guidelines set forth by Title 24 section 13-102 (c) 3 of the California Administrative Code (CAC), which is the basic format required by the California Board of Corrections to construct new detention facilities. The policies and procedures referenced in this program outline comply with Title 15 of the CAC.

Building description:

The South Placer Jail will be an integral part of the South Placer Justice Center. It is also a critical component, since the Courts, District Attorney, Probation and other Administrative components planned for the site process and manage the inmates housed in this facility. Arresting officers will no longer have to leave their patrol areas to transport detainees to Dewitt Center in Auburn, thus improving coverage and response times in local jurisdictions.

The jail will be a modern facility, designed to provide for the safety and security of the citizens of Placer County, jail staff and the inmates. To this end the facility will be built to provide for a secure, safe and Constitutionally effective facility.

The facility will be designed in accordance with the latest architectural and operational efficiencies. While made of concrete and steel products to maximize security, it will also incorporate appropriate architectural treatment to compliment the South Placer Justice Center, which will be an important, regional Government complex. Landscaping and the exterior elevations of the building will be designed to provide security as well as a pleasing appearance.

In addition to the housing units, the jail will include administration and support components. These will include the following functions:

- Jail Supervision, Management and Administration
- Visiting
- Intake/Booking
- Medical
- Food preparation
- Laundry
- Storage
- Staff lockers, dining, break, fitness, etc.
- Reception, warrants, clerical, fiscal, etc.
- Transportation
- Housing control
- Inmate programs and education

Facility type:

The South Placer Jail will house both sentenced and unsentenced inmates; therefore a type IV designation will be requested from the California Board of Corrections.

Facility capacity:

The facility is planned to provide a minimum 30 to 50 year life span, and is planned to accommodate the needs of the South Placer County Cities and unincorporated areas as the population increases. The 1996 updated Placer County Corrections Master Plan shows a need of between 350 and 500 additional beds by 2005. This need was diminished by the addition of 120 beds at the Auburn Main Jail in 2003. However, the Auburn Jail site has reached capacity and future inmate population needs must be met at another site. The South Placer Justice Center site

has been selected for its proximity to the population growth centers of the County and its consistency with adjacent land uses.

Because the South Placer Facility will need to meet the growth needs as well as operational efficiency and inmate classification needs, the facility is planned to initially have two housing units, called "pods" (podular housing). One housing unit will contain approximately 128 Medium, Med/Max, Maximum Security and Special Housing inmates in four modules; two single celled units housing 16 each, and two double celled units housing 48 in each. The second housing unit will contain 256 medium and minimum (sentenced inmate workers) security inmates in seven modules; four dorm units of 50 inmates in each, one single-celled eight bed unit, one double-celled unit of 16 (8 cells) and one double-celled unit of 32 (16 cells). While kept separate, both males and females will be housed in this podular building. While dorm implies lower security, the outer shell of the building will be high density, reinforced concrete or masonry and will be exceptionally secure from without and within. The initial capacity of the jail will be approx 384 inmates. By 2025 the South Placer Jail inmate population is expected to reach 980 inmates.

The initial phase of jail construction will also include construction of all of the administration and support areas listed earlier and described in more detail in later sections. Most of these areas will be built to accommodate the planned occupancy of 980 inmates, but finished and equipped as the inmate population is expanded.

Security and classification of the inmates to be housed:

Because the new South Placer Justice Center Courthouse will handle the bulk of the court cases in Placer County, the Jail will house all classification levels. However, the jail is planned to primarily handle the arrestees taken into custody by South Placer County Cities and Sheriff's officers.

The estimated number of inmates by classification is:

- Minimum security (sentenced inmate workers) 50 male inmates.
- Minimum security females-none (housed in Auburn jail)
- Medium security (male) 150
- Medium security (female) 32
- Med/Max security (male) 96
- Med/Max security (female) 16
- Special Housing (Administrative segregation, Disciplinary lockdown) 24
- Maximum security (male) 16
- Total-384

Staffing:

Staffing will include primarily Sheriff's employees with some Probation staff for O.R. (own recognizance) reporting etc. The Sheriff's staff will include fiscal, clerical and Deputy Sheriff and Correctional officers. The employees will work 12 hour shifts, three days a week and will be going and coming to work at off hours to lessen traffic during peak commute times.

Employees arrive to work at 6:30 AM and 6:30 PM and leave for home at 7:00 PM and 7:00 AM

Correctional employees are primarily assigned to fixed posts and administrative assignments. It is estimated that upon opening with 384 inmates, dayshift will include 27 employees and nightshift 16 employees. Staff will be increased to 48 on duty for day shift and 35 for the nightshift to manage the 980 inmate population.

Other vehicular traffic to the jail will be minimal. Daily visitors will include approximately 80 inmate visitations, 20 professionals, eight medical/program providers, four food service related, four service/maintenance related, 16 prisoner transportation trips and 30 arresting officers.

Inmate movement within the facility, entry and exit from security areas.

All entry and movement into and within the facility is the responsibility of housing control rooms. The primary housing control is Central Control that electronically opens and closes all primary doors and gates in and out of the building. Central control is the most secure area in the jail. Vehicle and pedestrian "sally" ports are used to ensure there is a doubled security level against escape and unauthorized entry. These doors and gates are interlocked and the system will not allow one security door/gate to open without the other being closed.

The exterior security includes a series of concrete block, wire and sensor fences, with razor wire installed to deter escape but obscured from public view by an opaque screen wall. "No-climb" fencing, which is less visually obtrusive and nearly as effective in preventing escape, will also be used at appropriate locations.

Numerous video cameras monitored by the housing control units are present in and outside the jail, with radios, telephones and intercoms used for communications. The most modern electronic equipment will be used for fire and life safety protection.

A well-designed facility will allow movement within the facility to be unescorted for medium and minimum security inmates, while maximum security inmates will be shackled and escorted. All prisoners transported to other facilities will be chained, shackled and escorted.

Court holding and inmate movement to court:

The South Placer Jail is part of the South Placer Justice Center and will be attached to the Courthouse inmate holding area through a secure, subterranean tunnel. This tunnel provides the optimum in safe and secure inmate circulation to the Courts; allowing unescorted movement by providing a hardened, enclosed structure with excellent sightlines from both the jail housing control stations and the court holding officer station.

Deputy Sheriffs will provide transportation to other courtrooms off-site through the vehicle sally port. All inmates transported by vehicle are chained, shackled and escorted during transport.

Booking/Intake:

The booking/intake area will include the vehicle sally port, arresting officer area, D.U.I. testing area, intake corridor, intake room, standard holding cells, docile-open holding area, detoxification cells, safety cells, suicide prevention cells, medical/nurse intake room, Booking Supervisor office, O.R. (own-recognizance) reporting area, fingerprint/photo I.D. room, four booking stations (two clerk-secure, two officer-open) clothing storage room, shower room, restraint chair area, dress out/search room(s)-area, releasing corridor, property storage room and report preparation areas.

Releasing:

All releases will be as a result of bail, Court order, sentence completion/time served, O.R. or transport to another correctional facility. Releases made at the jail will generally be with a friend or family member transporting the released inmate. The jail Inmate Welfare Fund (IWF) will also pay for a taxi to transport indigent inmates to their home in South County or to the bus station where the IWF will pay for a ticket, no further east than Reno, nor farther west than San Francisco. Some inmates will choose to make their own way home after release and this is a discretionary decision by the released individual. Officers are trained to keep the interest of the inmate and the community in mind when making releases and inmates are encouraged to arrange a ride home upon release.

Family and attorney visiting:

Sufficient visiting booths and areas will be provided to meet or exceed title 15 requirements. A minimum of six non-contact and two contact attorney/professional visitor booths/rooms will be provided.

Visiting is very important to an inmates social reintegration into society, therefore it will be the policy of the jail to maintain family ties by meeting and exceeding title 15 requirements for visitation. However, adhering to the goal of maximum safety, most programs will be taken to the inmate rather than the inmate going to the program, thus visitors will go to the housing pod for visiting.

Visitation will be accomplished by having visitors report to the visiting clerk station. After checking in, visitors will follow color-coded hallways to the housing unit where the inmate is housed. This is accomplished by providing over/under hallways, with inmates and staff using the lower hallway and visitors using the upper hallway. Each housing pod will have a minimum of four visiting booths, which have security glazing that separates the visitor from the secured inmate. There is no contact between visitors and inmates.

Exercise:

Outdoor recreation will be provided in compliance with title 15. To accomplish this secure recreation yards will be provided. Sufficient recreation yards will be provided to meet title 15 time requirements, but also allow for separation of classifications. It is estimated there will be two recreation yards per housing pod. These yards will be designed to maximize officer visibility into the yard. While light and fresh air is essential, security must also be met, thus the yards will be of hardened construction materials. They will also be covered in such a way as to allow year round recreation, even in inclement weather. There will be no free weights provided; however, isometric exercising equipment will likely be installed.

Recreation yards will be strategically placed in the facility and integrated within the housing pods to allow direct access from the pods into the yards. Recreation yards will not be visible from outside the facility and will be constructed to eliminate transmission of noise to surrounding areas.

Programs:

It is the philosophy of the Placer County Sheriff's Department to provide a maximum number of programs in order to rehabilitate the inmate in hopes of counteracting the pattern of criminal behavior. The following programs will be provided to inmates in the South Placer Jail:

- Anger management
- G.E.D. and high school diploma program
- Computer learning skills
- Substance abuse programs
- Religious opportunity for all faiths
- Commissary
- Recreational library books
- Law library to meet federal constitutional standards
- Drug and tobacco resistance training
- Work programs
- Communicable disease and hygiene training

Medical Services and management of communicable disease:

It is the philosophy of Placer County to provide medical care, which limits liability and ensures the good health of the inmates and the public. The goal will be to provide medical care, which

will allow California Medical Association Certification. To meet this certification program for adult institutions, minimum requirements for care are exceeded. The full range of emergency care will be provided including basic dental, mental health, medical services, medication etc. The infirmary will be built initially with six single cell hospital rooms and two double cell rooms. The infirmary will be designed to be expandable as the inmate population grows.

To prevent communicable diseases, each infirmary cell will have a negative pressure ventilation system installed, to help eliminate the transmission of communicable diseases. Further there will be a program of testing for communicable diseases to identify sick inmates and provide for treatment. The program and protocols to diagnose, treat and prevent communicable diseases is essential to the safety of the public, the staff and the inmates.

Food preparation and serving:

Meals will be prepared at the Central Kitchen in Auburn. The food will be shipped to South Placer refrigerated, kept in large walk in refrigerated storage rooms, and then heated in large ovens for service onto serving trays by inmate workers under supervision of kitchen staff. The serving area will also have large dish/pots cleaning area. The food will be shipped in thermal carts to the housing units, where the food will be served individually at the housing area tables.

Laundry and cleaning:

A laundry cleaning/processing room will be provided in the main support building of sufficient size to meet the current requirements to meet the clothing cleaning and exchange policies set by title 15. The laundry space will likely house four fifty pound washers and four seventy five pound dryers initially and be designed to provide future placement of similar washers and dryers to meet future needs. Sufficient new clothing will be purchased and kept on hand to meet title 15 requirements. Storage areas for clothing, paper supplies, cleaning products etc. will be provided.

Inmate workers, under supervision of correctional staff, will ensure the cleanliness of all areas of the jail except the inmate housing areas. Inmates in the housing areas will be provided with cleaning supplies, mops, brooms etc in order to maintain the cleanliness of their cells and congregate areas.

Inmates will be provided at no cost with hygiene supplies to adequately maintain cleanliness. This includes, soap, tooth brush, comb, tooth powder etc. The inmates may use their own money to purchase hygiene products such as name brand shampoos, soaps, etc through the commissary program.

Mental Health services:

Mental health services will be provided by contract medical services in cooperation and with the assistance of the Placer County Health Department, Mental Health Services. Placer County is unique in that, as part of a large State grant award, extra mental health services are provided to inmates with mental health disorders. In addition, the Superior Court in cooperation with other County Departments and the Public Defender has developed "Mental Health Court" to better process and adjudicate cases involving the mentally ill.

Staff to staff communications systems:

To provide for essential communication within the jail, each officer and other employees are provided low power, hand held radios with an emergency signal device in case of attack or assistance need. Intercoms are located in every cell and throughout the facility including every controlled door. Telephones are provided at every workstation and control station.

Management of persons with disabilities (ADA compliance):

The building will be designed to meet all State and Federal accessibility requirements as they apply to detention facilities. Policies and procedures and training will be provided to handle any

emergency or evacuation involving disabled persons. The building design will accommodate the use of wheel chairs and gurneys by medical and fire personnel.

Suicide prevention:

The recognition of suicidal inmates and prevention of suicides is of paramount importance at the South Placer Jail. All Correctional staff are trained in suicide prevention. The prevention of suicide begins with the intake process and communication exchange between custody staff, arresting officers and the inmate. A series of screening questions are used to help identify a potential suicidal inmate. Twenty-four hour a day medical service is provided on site to assist custody staff in identifying and treating these individuals. On call mental health professionals will respond to assist with these inmates. Ongoing mental health treatment is part of the jail medical professionals' responsibilities. The jail will have an LCSW (Licensed Clinical Social Worker) regularly assigned and weekly visits by a psychiatrist will be scheduled. Classification officers interview each inmate housed after arraignment and try to detect the suicidal inmate through this interview and when interviewing other inmates in custody.

The jail is designed with suicide prevention in mind. Every effort is made to limit any instruments or accessories that can be used in a suicide attempt. Ceiling height bars are provided on the top mezzanine tier to prevent jumping or falls. Special observation cells are provided to allow staff to constantly observe those designated as suicide risks. Breakaway clothing hooks are used to prevent hanging. Any housing block furniture or equipment will be designed to limit the ability of the inmate to tie off to affect a hanging. Sharp objects are eliminated to provide safety for staff and inmates.

Detoxification Cells:

Inmates who are arrested on alcohol or drug related charges and appear under the influence will be placed in one of three sobering cells. These cells will be designed as required by title 24 and will be operated in accordance with title 15 (timely visual checks). Three cells of appropriate size are provided to give adequate segregation by inmate classification.

Safety cells:

Safety cells will be provided to house those who attempt to harm themselves through irrational, violent and self-destructive behavior. Inmates who attempt to harm themselves may be housed in one of two safety cells in booking until such time as they are cleared for other housing. Those inmates who are so out of control they continue to attempt to harm themselves even in the safety cells may be placed in a restraint chair for a limited time until they calm down. Medical will be consulted in either case and the individual will be visually checked in compliance with Title 15.

Summary:

For 150 years in the United States the same type of jail was built, called the Auburn New York Congregate style. Since the early seventies, jails have changed from something a community might fear to the current level of quality and professionalism a community can be proud of. The South Placer Jail will incorporate the security designs and aesthetics emulated by the finest jails in the country along with the innovation and professionalism of the Placer County Sheriff's Correctional Management Team.

The South Placer Jail will provide security for the community, staff and the inmates, but more importantly will allow for a more efficient and comprehensive Criminal Justice System in South Placer County. Detainees will no longer need to be transported 35 minutes to Auburn; endangering transporting officers while taking patrol officers away from their jurisdictions and other duties. Detectives will no longer need to travel to Auburn to interview suspects.

REVISED TRAFFIC IMPACT ANALYSIS

South Placer Justice Center

prepared for
Placer County

prepared by
DKS Associates

October 9, 2003

INTRODUCTION

Placer County proposes to construct the South Placer Justice Center (SPJC) in the City of Roseville on a site along Industrial Avenue near the City's northern boundary. Figure 1 shows the project site location.

The City has requested that a traffic study be completed to determine the potential impacts of the proposed project on the City's Capital Improvement Plan (CIP). In the new CIP, level of service (LOS) is based on build out of all land uses within the City of Roseville. Thus, the City has requested that the following scenarios be analyzed:

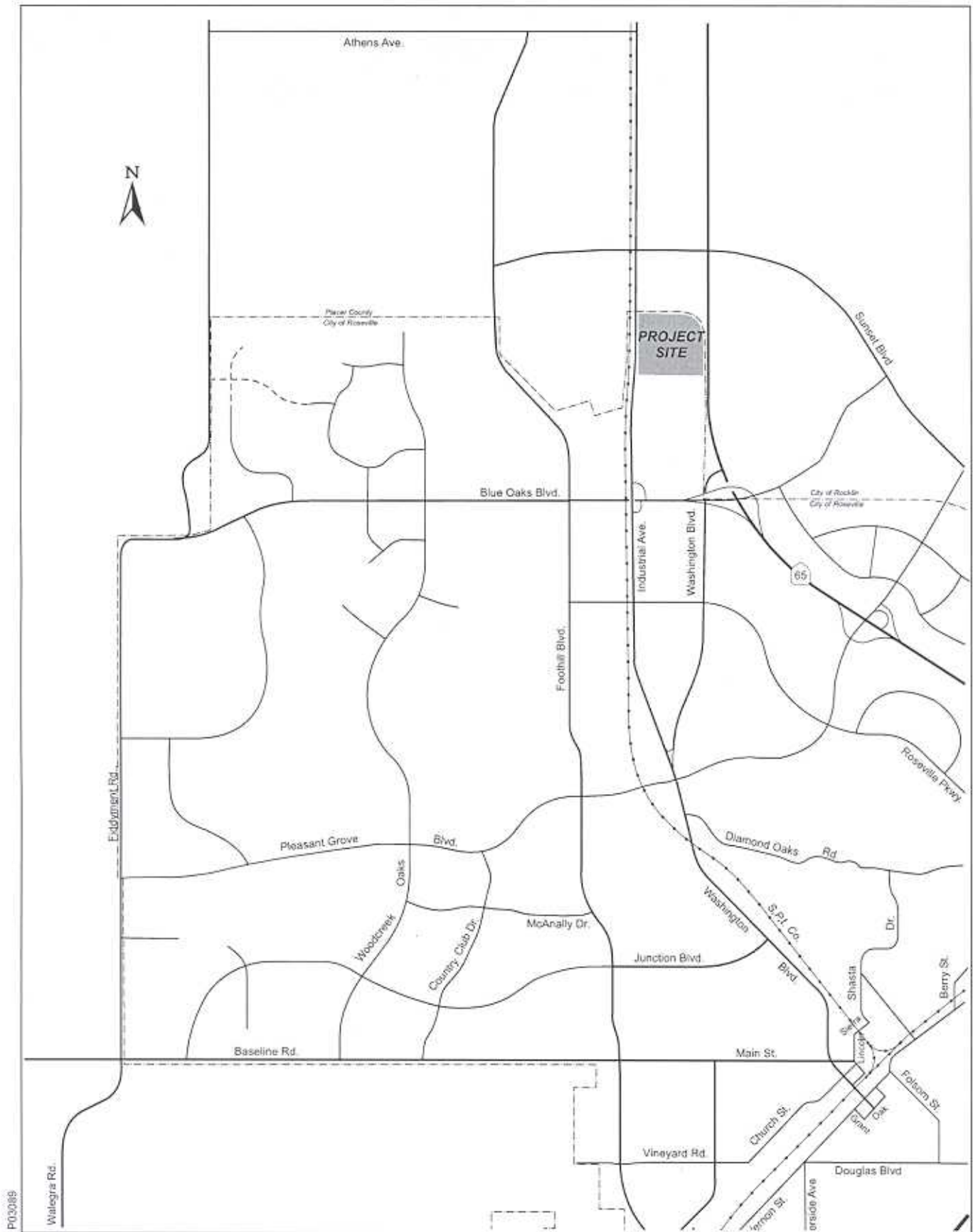
- No Project under Cumulative Conditions (Build out of City of Roseville, 2020 elsewhere)
- Cumulative Plus Proposed Project Conditions
- No Project Cumulative Conditions with build out of West Roseville Specific Plan and Kaiser Expansion
- Cumulative Conditions Plus Proposed Project with build out of West Roseville Specific Plan and Kaiser Expansion

Comparing traffic conditions under these conditions and scenarios provides a comprehensive basis for determining the traffic impacts of the proposed project. The two "No Project" cases are based on scenarios previously analyzed for the West Roseville Specific Plan (WRSP) and Kaiser Hospital Expansion environmental documents. These two documents are currently being completed and have not yet been certified.

A first version of this traffic impact report, dated June, 2003, identified a significant and unavoidable impact at one intersection. DKS has worked with the County to define a Reduced Project Alternative where traffic impacts under Cumulative Conditions can be mitigated. This revised traffic impact analysis report includes the definition and analysis of the Reduced Project Alternative.

METHOD OF ANALYSIS

The development of transportation system needs and impacts is based on the travel demand model which was originally developed by DKS Associates in 1992 for the City of Roseville and Placer County, and has since been updated and recalibrated. The most recent update was conducted as part of the City of Roseville's 2002 CIP Update, which revalidated the model to 2001 traffic conditions. The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and descriptions of the roadway and transit systems. The model covers not only the City of Roseville, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).



The travel demand model was used to estimate future traffic volumes with and without the proposed project. The outputs of the travel demand model include average daily and peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections.

The level of service of Roseville's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For this EIR, levels of service were evaluated at 150 existing and planned signalized intersections throughout the City of Roseville.

Traffic Levels of Service

"Levels of service" describe roadway-operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of Service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced conditions.

The City revised its level of service policy with the update of the Capital Improvement Program (CIP), which was adopted in September 2002. The new level of service policy calls for the City to maintain a level of service (LOS) "C" standard at 70 percent of all signalized intersections and roadway segments in the City during the p.m. peak hour.

The traffic flow and capacity of Roseville's arterial/collector system is principally controlled by the capacity of its signalized intersections. Intersection operations were evaluated using a modified version of the Transportation Research Board Circular 212 (critical movement) method that was adopted for Roseville's Capital Improvement Program (CIP). Table 1 presents the level of service categories for signalized intersections considered in this analysis and provides a definition of each category with the corresponding volume-to-capacity ratios. The p.m. peak hour is used in the operational analysis of the City's roadway system since it generally represents the highest hour for overall traffic volumes during the day.

Table A in the appendix summarizes the existing levels of service during the p.m. peak hour at 114 signalized intersections. The levels of service at these intersections are based on turning movement volumes collected by the City in April and May 2001.

Development Assumptions for the Cumulative (Future Baseline) Conditions

The City's CIP and level of service standard considers traffic levels expected to occur under cumulative development levels, which was defined as build out of currently entitled City land plus some potential redevelopment of properties within the City's Downtown area and 2020 market rate development outside of the City. The build out development forecasts for each of Roseville's planning areas are summarized in Table 2.

TABLE 1
LEVEL OF SERVICE DEFINITIONS AT SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Volume to Capacity Ratio ¹	Description
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C ²	0.71-0.81	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.82-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	Greater than 1.00	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Notes:

1. The ratio of the traffic volume demand at an intersection to the capacity of the intersection.
2. The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold.

SOURCE: Transportation Research Board, 1985.

TABLE 2
CITY OF ROSEVILLE BUILD OUT DEVELOPMENT FORECASTS BY PLAN AREA

Planning Area	Dwelling Units		1,000 Sq Ft (KSF)		
	SF	MF	Retail	Office	Industrial
Del Webb SP	3,223	100	89.3	0.0	0.0
Highland Reserve North SP	1,188	688	1,733.3	0.0	0.0
Infill Area	12,582	5,926	5,017.3	2,871.6	12,491.4
North Central Roseville SP	2,171	2,263	5,088.8	2,761.6	797.2
Northeast Roseville SP	616	795	2,603.4	4,795.1	0.0
North Industrial Area	351	0	0.0	0.0	6,389.4
North Roseville SP	4,293	845	500.1	184.0	0.0
Northwest Roseville SP	6,691	2,391	1,122.9	537.1	97.1
Southeast Roseville SP	1,804	1,671	792.9	1,131.7	0.0
Stoneridge SP	2,253	629	386.5	59.3	0.0
Total	35,172	15,308	17,334.5	12,340.3	19,775.1

SOURCE: DKS Associates, 2002

Development assumptions outside the City of Roseville, particularly in adjacent communities, also have an important impact on the forecasts of travel patterns within the City. The CIP has used the latest 2020 development forecasts for each jurisdiction in Placer County. Build out of Area 1 of the proposed Placer Vineyards project in West Placer County was assumed to be developed by 2020 and thus was included in the cumulative development scenario. Outside of Placer County, the CIP Update used 2020 land use and trip generation estimates prepared by the Sacramento Area Council of Governments (SACOG) for the 1999 Metropolitan Transportation Plan (MTP), except in South Sutter County where build out of Phase 1 of the South Sutter County Specific Plan was assumed.

Trip Generation of Proposed Project

The proposed project consists of a private 60,000 square foot office building, a 173,677 square foot public office building, a 50,889 square foot sheriff's office building, a 109,739 square foot courthouse, and a 232,150 square foot detention facility. The site plan also includes a 1-story 18,733 square foot Ancillary Services building to support Sheriff's Office vehicles. All trips associated with the Ancillary Services building were assumed to be included in trips associated with the Sheriff's Office.

Trip generation of the SPJC was developed based upon data contained in the following sources:

- Institute of Transportation Engineers (ITE), Trip Generation, 6th Edition, 1997;
- Trip Generation Rates of Correctional Facilities, Journal of Urban Planning and Development, Vol. 126, No. 1, March 2000, American Society of Civil Engineers;
- Trip generation rates used by the City of Roseville in the City's travel demand model.

The county's goal in combining these uses on one site is to reduce the number of trips and travel distance between interdependent justice functions. This project will reduce travel distances for local law enforcement between the jail for booking and other related business with the Sheriff's Office, District Attorney, Probation and the Courts.

The courthouse p.m. peak hour trip rate was based upon rates contained in an EIR prepared for a Federal courthouse in the City of Sacramento. The rates in that EIR were based upon surveys conducted of employees, jurors and visitors of a Federal courthouse in Minnesota.

The detention facility p.m. peak hour trip rate is from the March 2000 Journal of Urban Planning and Development. The rate is based upon an average of five regional jail facilities in West Virginia.

The daily trip generation for the courthouse and detention facility uses were developed assuming the number of trips during the p.m. peak hour represent ten percent of the total daily trips.

The trip generation rate for typical office buildings was assumed for the following components of the SPJC:

- Sheriff's Office (50,889 square feet);
- Offices for the District Attorney, Shared Services, Child Support, Public Defender and Probation (173,677 square feet);
- Private office building (60,000 square foot).

The daily trip generation for office uses from the City of Roseville's travel demand model (17.67 trips per 1,000 square feet) was assumed for these uses.

The trip generation estimate for the proposed SPJC is summarized in Table 3.

Table 3 ESTIMATED TRP GENERATION SOUTH PLACER JUSTICE CENTER											
Land Use	Unit used for trip generation estimate			P.M. Peak Hour Trip Rate			Daily Trip Rate	P.M. Peak Hour Trips			Daily Trips
	Floor Area (ksf)	Staff	Beds	In	Out	Total		In	Out	Total	
Courts (eight Courtrooms) ¹	-	151	-	0.11	1.25	1.36	13.57	17	188	205	2,049
Sheriff's Office ^{2,3}	50.889	-	-	0.29	1.39	1.68	17.67	15	71	85	899
Offices ²	173.677	-	-	0.29	1.39	1.68	17.67	50	242	292	3,069
Detention Facility ⁴	-	-	980	0.04	0.11	0.15	1.50	41	106	147	1,470
Private Office Building ²	60.000	-	-	0.29	1.39	1.68	17.67	17	84	101	1,060
TOTAL								139	691	830	8,547
Notes: 1 Based upon rates developed and contained in an EIR prepared for a Federal Courthouse in the City of Sacramento. This rate includes employees, jurors and visitors. 2 Based on rates in City of Roseville Travel Model 3 The Sheriff's Office typically runs a three-shift day for patrol and corrections staff. Each shift begins at 7 AM, 3 PM and 11 PM. Therefore, most travel is completed prior to these times and outside of typical 7:00 - 9:00 AM and 4:00 - 6:00 PM peak commute hours. 4 Journal of Urban Planning and Development, Average of five regional jail facilities in West Virginia											
SOURCE: DKS Associates, 2003											

Project Site Trip Generation in Roseville's CIP

Roseville's Capital Improvement Program (CIP) is based on buildout of all vacant land in the City. For the CIP, the project site was assumed to contain general light industrial uses at a floor area ratio (FAR) of 25 percent (or 10,890 square feet per acre).

The project site contains 72.6 acres. Of those, 5.6 acres in the northeast corner of the site lie

outside the City. Those 5.6 acres were not assumed to contain development in the CIP analysis. Of the remaining 67.0 acres, Placer County indicates that 19.02 acres have been dedicated as permanent wetlands reserve and will not be developed. However, in Roseville's CIP, industrial development was assumed for the entire 67.0 acre site. Thus, 729,630 square feet of industrial space was assumed in the CIP analysis, which is roughly consistent with the original warehouse development plans for the site.

The City of Roseville's travel demand model uses a daily trip generation rate of 7.6 trips per 1,000 square feet of floor area for general light industrial uses. Thus a trip generation of 5,545 daily vehicle trips was estimated for the CIP. This compares to 8,547 daily vehicle trips estimated for the SPJC.

For the PM peak hour, the model uses a trip rate of about 0.78 trips per 1,000 square feet of floor area for general light industrial uses, resulting in a trip generation of 569 peak hour vehicle trips. The directional distribution for general light industrial uses during the PM peak hour is about 21% entering and 79% exiting. Thus, 119 entering and 450 exiting PM peak hour vehicle trips were estimated for the CIP. This compares to 139 entering and 691 exiting vehicles for the SPJC.

Therefore, we estimate the SPJC would generate 3,000 more daily trips and 261 more PM peak hour trips than the model.

Roadway Improvement Assumptions

Cumulative Plus Proposed Project. The analysis of Cumulative Plus Proposed Project scenario is based on the assumption that the driveway circulation changes that are part of the proposed project are added to the 2020 CIP roadway network. The proposed project includes new driveway connections to Industrial Boulevard. For the remainder of the region, the roadway improvements under the Cumulative No Project scenario were assumed.

IMPACTS

Standards of Significance

For the purpose of this analysis, impacts of the proposed project are considered significant if:

City of Roseville

- The proposed project would result in less than 70 percent of the total existing and planned signalized intersections to operate at LOS "C" or better conditions (based on build out of currently entitled land within the City and 2020 market rate development outside of the City).
- The proposed project would cause a signalized intersection or roadway segment previously identified in the CIP as functioning at LOS "C" or better under cumulative conditions to

function at LOS "D" or worse.

- The proposed project would cause a signalized intersection or roadway segment previously identified in the CIP as functioning at LOS "D" or "E" under cumulative conditions to degrade by one or more LOS category (i.e. from LOS "D" to LOS "E").
- Cause a state highway that is operation at LOS "E" or better without the proposed project to operate at LOS "F" conditions.

Cumulative No Project Conditions

The following information is intended to summarize traffic conditions under the Cumulative No Project scenario, which is defined as the latest development forecasts for 2020 CIP, which assumes build out of all land uses in the City plus the roadway improvement projects needed to meet the City's level of service standards. This discussion, which describes the roadway needs analysis under the new 2020 CIP, will be helpful to the reader when reviewing the following section on impacts associated with the proposed project because the project impact analysis focuses on the incremental differences between the Cumulative No Project scenario and the proposed project.

The 2020 CIP analysis attempted to identify acceptable/feasible roadway improvements that would meet the level of service policy in the City's General Plan. To that end, the new CIP includes a large number of roadway widening and intersection improvements that would be needed under full build out of all vacant land in the City. The CIP roadway needs were based on a detailed analysis of afternoon peak hour traffic operations at 144 existing and planned signalized intersections throughout the City.

Since the CIP was adopted in September 2002, the City has also found that traffic signals will be installed at the following six additional intersections to those assumed in the CIP analysis:

- Fairway Drive and Target Entrance
- Lead Hill Boulevard and Wal-Mart Entrance
- Pleasant Grove Boulevard and Wal-Mart Entrance
- Roseville Parkway and Trestle Drive
- Blue Oaks Blvd and HP Road A
- Blue Oaks Blvd and HP Road B

These six will increase the 144 existing and planned signalized intersections assumed in the 2020 CIP to 150 under the Cumulative No Project scenario.

Outside the City of Roseville, the CIP analysis assumed that all of the 2020 transportation improvements contained in the Metropolitan Transportation Plan (MTP) would be implemented. One of those assumed improvement in the CIP analysis was the widening of Baseline Road by Placer County from two to four travel lanes between Fiddymont Road and the Sutter County line by 2020. Since the CIP was adopted in September 2002 Placer County has informed the City that under the County's CIP, Baseline Road will be widened to six lanes between Fiddymont Road and Watt Avenue by 2020. The CIP also assumed that Area 1 of the proposed Placer Vineyards project would be developed by 2025. That project proposes to widen Baseline Road adjacent to that development, which would result in six lanes for a portion of Baseline Road west of Watt Avenue. Incorporating this revised roadway improvement assumption into the Cumulative No Project scenario required revised travel forecasts from those used to evaluate the 2020 CIP. Since the CIP was adopted in September 2002, it was also found that there were a few minor errors in the travel demand model's roadway network and land use inputs. These errors were also corrected in the Cumulative No Project Scenario.

Since the CIP was adopted in September 2002, an additional improvement was identified that could improve traffic operations under cumulative conditions at the intersection of Judah Street and Douglas Boulevard from LOS "D" to LOS "C" conditions. This simple improvement involves restriping the southbound Judah Street approach to that intersection to allow both a left-turn lane and a left/through/right-lane.

Daily and p.m. peak hour volumes were estimated by the City's travel demand model under the revised cumulative assumptions for roadways throughout the City of Roseville and in surrounding communities. The daily traffic volumes within the City under the Cumulative No Project scenario are shown in Figure 2.

Table B in the appendix provides the estimated levels of service at all of the City's existing and planned signalized intersections under the Cumulative No Project scenario. As shown in Table 4, this scenario would provide LOS "C" or better conditions for all hours of the day at 107 of the City's 150 major signalized intersections. Of the other 43 intersections, 23 would operate at LOS "D", 14 would operate at LOS "E" and 6 would operate at LOS "F".

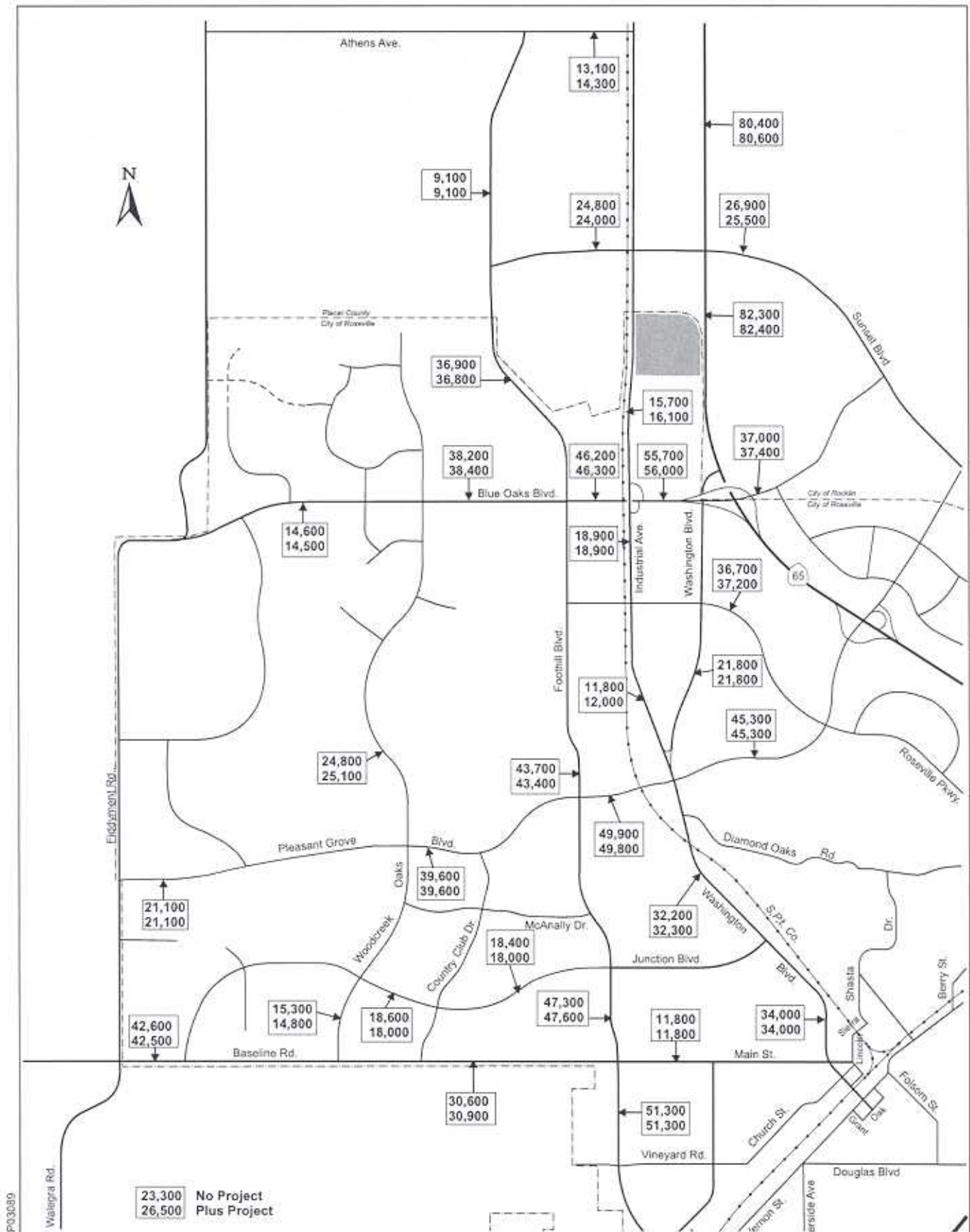


Figure 2
Daily Roadway Volumes - City of Roseville
Cumulative Plus Project Conditions

Table 4
NUMBER OF INTERSECTIONS OPERATING AT LOS "C" OR BETTER
CUMULATIVE NO PROJECT SCENARIO

Level of Service	Number of Intersections	Percentage
LOS A-C	107	71.3%
LOS D	23	15.3%
LOS E	14	9.3%
LOS F	6	4.0%
Total	150	100%

SOURCE: DKS Associates, 2003.

Cumulative Plus Proposed Project Conditions

City of Roseville

This section discusses traffic-related impacts on the City roadway system under the Cumulative Plus Proposed Project scenario.

The City's travel demand model was used to estimate the change in daily and p.m. peak hour traffic volumes on roadways throughout the City of Roseville and in surrounding communities due to development of the proposed project under cumulative conditions. The daily traffic volumes within the City under the Cumulative Plus Proposed Project scenario are also shown in Figure 2.

It must be noted that the traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto the Cumulative No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the project land uses is added to 2020 land uses. The travel model redistributes trips and can cause traffic on some roadways to decrease and cause changes in "critical" traffic movements at intersections, sometimes at intersections some distance from the project site.

The estimated levels of service for all existing and planned signalized intersections in the City of Roseville under Cumulative Plus Proposed Project conditions are provided in Table B in the Appendix.

Table 5 shows the number and percentage of City intersections that would operate at LOS "C" or better under Cumulative No Project conditions. The table shows that out of 150 existing planned signalized intersection in the City of Roseville under Cumulative No Project conditions, 107 would operate at LOS "C" or better. These represent 71.3 percent of the total signalized intersections. The table also show that 23 (15.3%), 14 (9.3%), and 6 (4.0%) of the signalized intersections would operate at LOS "D," "E," and "F," respectively.

Table 5
NUMBER OF INTERSECTIONS OPERATING AT LOS "C" OR BETTER
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO

Level of Service	Cumulative No Project		Cumulative Plus Proposed Project	
LOS A-C	107	71.3%	107	71.3%
LOS D	23	15.3%	23	15.3%
LOS E	14	9.3%	14	9.3%
LOS F	6	4.0%	6	4.0%
Total Intersections	150	100%	150	100%

SOURCE: DKS Associates, 2003.

Table 5 also shows the same data for Cumulative Plus Proposed Project conditions. Under Cumulative Plus Proposed Project conditions 107 signalized intersections would operate at LOS "C" or better. These represent 71.3% of the 150 total signalized intersections. The addition of the proposed project without any intersection mitigations would not reduce the number of intersections citywide operating at LOS "C" or better to below 70 percent.

Table 6 shows the intersections that would experience a significant level of service impact with build out of the proposed project under cumulative conditions. One intersection would degrade from LOS "C" or better to LOS "D" or worse. The intersection of Foothills Boulevard and Blue Oaks Boulevard would degrade from LOS "C" to LOS "D." One intersection that already would operate at LOS "D" or worse would degrade at least one LOS category. The intersection of Eureka Boulevard and Douglas Boulevard would degrade from LOS "D" to LOS "E."

Table 6
INTERSECTIONS WITH SIGNIFICANT LEVEL OF SERVICE IMPACTS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Eureka Blvd	Douglas Blvd	D	0.87	E	0.91
Foothills Blvd	Blue Oaks Blvd	C	0.81	D	0.84

SOURCE: DKS Associates, 2003.

Table 7 shows the intersections that would experience an improvement in level of service with the addition of the proposed project. These improvements explain why the percentage of intersections at each LOS category in Table 5 does not change with the addition of the proposed project. Two intersections degrade and two improve.

Potential improvements, beyond the 2020 CIP improvements, were identified at one of the impacted intersections, Foothill Boulevard/Blue Oaks Boulevard (see Table 8). Implementation of these improvements would provide a level of service as good as or better than the Cumulative No

Project scenario at this intersection. No feasible improvements were found at the intersection of Eureka Boulevard and Douglas Boulevard.

Table 7 INTERSECTIONS WITH LEVEL OF SERVICE IMPROVEMENTS CUMULATIVE PLUS PROPOSED PROJECT SCENARIO					
Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Washington Blvd	Pleasant Grove Blvd	E	0.91	D	0.90
Taylor Rd	Roseville Pkwy	D	0.82	C	0.81
SOURCE: DKS Associates, 2003.					

TABLE 8 RECOMMENDED MITIGATIONS FOR CITY OF ROSEVILLE INTERSECTIONS CUMULATIVE PLUS PROPOSED PROJECT SCENARIO				
Intersection		Recommended Mitigation	Level of Service	
North-south Roadway	East-west Roadway		Before Mitigation	After Mitigation
Eureka Blvd	Douglas Blvd	No Mitigation Identified	E	E
Foothills Blvd	Blue Oaks Blvd	Add 3 rd southbound thru and 3 rd northbound left-turn lanes or Add 4 th westbound thru lane	D	C
Percentage of Intersections Citywide Operating at LOS C or Better			71.3%	72.0%
SOURCE: DKS Associates, 2003.				

The City's level of service policy allows the City Council to take an action to except degradation in the level of service of one or more of its signalized intersections from the levels identified in the 2020 CIP as long as 70 percent or more of the total signalized intersections in the City would operate at LOS "C" or better. With the recommended intersection mitigation measures, more than 70 percent of the City's signalized intersections would operate at LOS "C" or better under Cumulative Plus Proposed Project conditions. However, since no feasible improvements were found to mitigate significant impacts on levels of service at one intersection, the Proposed Project would have **a significant and unavoidable impact**.

To determine an alternative mitigation for the impact at the Eureka Boulevard/Douglas Boulevard intersection, additional analysis was conducted on scenarios that assumed various reductions in the amount of office development on the project site.

This analysis resulted in a new scenario, the Cumulative Plus Reduced Project Scenario, which is the same as the Proposed Project except for a reduction of 10,000 square feet in office space. This

reduction in office space would decrease the estimated daily vehicle trips generated by the Proposed Project (see Table 3) by about 180.

Table 9 shows the intersections that would experience a significant level of service impact under the Cumulative Reduced Project Scenario. Two intersections (Foothills Boulevard/Blue Oaks Boulevard and Sierra Gardens Drive/Douglas Boulevard) would degrade from LOS "C" to LOS "D". As shown in Table 10, 107 signalized intersections would operate at LOS "C" or better under the Cumulative Plus Reduced Project Scenario. Thus the addition of the reduced project without any intersection mitigations would not cause the number of intersections citywide operating at LOS "C" or better to go below 70 percent.

Table 9 INTERSECTIONS WITH SIGNIFICANT LEVEL OF SERVICE IMPACTS CUMULATIVE PLUS REDUCED PROJECT SCENARIO					
Intersection		Cumulative No Project		Cumulative Plus Reduced Project Scenario	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Sierra Gardens Dr	Douglas Blvd	C	0.79	D	0.84
Foothills Blvd	Blue Oaks Blvd	C	0.81	D	0.84

SOURCE: DKS Associates, 2003.

Table 10 NUMBER OF INTERSECTIONS OPERATING AT LOS "C" OR BETTER CUMULATIVE PLUS REDUCED PROJECT SCENARIO					
Level of Service	Cumulative No Project		Cumulative Plus Reduced Project Scenario		
LOS A-C	107	71.3%	105	70.0%	
LOS D	23	15.3%	25	16.7%	
LOS E	14	9.3%	14	9.3%	
LOS F	6	4.0%	6	4.0%	
Total Intersections	150	100%	150	100%	

SOURCE: DKS Associates, 2003.

Potential improvements, beyond the 2020 CIP improvements, were identified at both of the impacted intersections, Foothills Boulevard/Blue Oaks Boulevard and Sierra Gardens Drive/Douglas Boulevard (see Table 11). Implementation of these improvements would provide a level of service as good as or better than the Cumulative No Project scenario at this intersection and raise the number of intersections citywide operating at LOS "C" or better to 71.3 percent.

The reduction of 10,000 square feet of office space, coupled with the improvements shown in Table 11 would reduce all of the project impacts under cumulative conditions to **less than significant level**.

**TABLE 11
RECOMMENDED MITIGATIONS FOR CITY OF ROSEVILLE INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Recommended Mitigation	Level of Service	
North-south Roadway	East-west Roadway		Before Mitigation	After Mitigation
Sierra Gardens Dr	Douglas Blvd	Add westbound right-turn lane	D	C
		Add 3 rd southbound thru and 3 rd northbound left-turn lanes or		
Foothills Blvd	Blue Oaks Blvd	Add 4 th westbound thru lane	D	C
Percentage of Intersections Citywide Operating at LOS C or Better			70.0%	71.3%
SOURCE: DKS Associates, 2003.				

The mitigation measures shown in Table 11 were not included in the City's 2020 CIP that was adopted in September 2002. The City of Roseville's CIP and traffic impact fees are generally updated every 5 years, or when there is a major General Plan Amendment. If the proposed SPJC is approved, it would likely not trigger the need to update the CIP and fees. If the proposed West Roseville Specific Plan is approved, the CIP and fees would be revised to include that large development. During such an update, other recently approved projects will also be incorporated.

It is the City's practice to carefully document any roadway improvements beyond those included in the CIP that are needed to mitigate impacts of approved developments and ensure that those improvements are included in the next update to the CIP and traffic impact fees. An applicant is required to pay its fair share of the cost of all CIP projects through the traffic impact fees.

The improvements to the Foothills Boulevard/Blue Oaks Boulevard intersection and the Sierra Gardens Drive/Douglas Boulevard intersection (shown in Table 11) would be needed to accommodate traffic generated by growth throughout the City of Roseville, including the proposed SPJC, as well as growth in non-Roseville "through" traffic. Under the City's practices, the SPJC would pay its fair share for these and other CIP improvements through the traffic impact fees.

State Highways

Table 12 shows the projected daily traffic volumes and levels of service on state highways within the City of Roseville under Cumulative Plus Project conditions. Table 13 provides estimated change in daily traffic volumes for interchange ramps to the State highways within the City, while Table 14 provides the peak hour levels of service at intersections between freeway ramps and local roadways.

**TABLE 12
STATE HIGHWAYS
AVERAGE DAILY TRAFFIC VOLUMES 2020**

Facility	Segment	Lanes	Cumulative No Project		Cumulative Plus Project	
			ADT	LOS	ADT	LOS
I-80	Sac. County line to Riverside Ave	8+ 2HOV	200,900	F1	200,500	F1
	Riverside Avenue to Douglas Blvd	6	167,400	F3	167,600	F3
	Douglas Blvd to Eureka Rd	6	159,800	F2	160,100	F2
	Eureka Rd to SR 65	8	180,900	F1	181,100	F2
	SR 65 to Rocklin Rd	6	116,900	E	116,800	E
SR 65	Galleria to Pleasant Grove Blvd	4	75,700	D	75,800	E
	Pleasant Grove Blvd to Blue Oaks Blvd	4	75,300	D	75,000	E
	Blue Oaks Blvd to Sunset Blvd	4	82,300	F	83,000	F

Notes:

- Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table
- F1 represents LOS F conditions for 1 hour during the morning and evening peak commute periods while F2 represents LOS F conditions for 2 hours.
- Intersections that experience significant impacts are shaded.

SOURCE: DKS Associates, 2003.

**TABLE 13
INTERCHANGE RAMPS
ESTIMATED CHANGE IN AVERAGE DAILY TRAFFIC VOLUMES CUMULATIVE
CONDITIONS**

Interchange	Ramps	Estimated Change in Daily Volume Due to South Placer Justice Center
SR 65 Sunset Blvd	Northbound Off	-510 (5.9%)
	Northbound On	-880 (9.3%)
	Southbound Off	+260 (3.0%)
	Southbound On	+470 (5.5%)
SR 65 / Blue Oaks Blvd	Northbound On	+290 (2.3%)
	Northbound Off to Eastbound Blue Oaks Blvd	-130 (6.2%)
	Northbound Off to Westbound Blue Oaks Blvd	+400 (4.2%)
	Southbound On from Eastbound Blue Oaks Blvd	+300 (3.3%)
	Southbound On from Washington Blvd	-250 (9.8%)
	Southbound Off	+260 (1.9%)

SOURCE: DKS Associates, 2003.

**TABLE 14
STATE HIGHWAY RAMPS
LEVEL OF SERVICE AT INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT**

Location	Cumulative No Project		Cumulative Plus Project	
	LOS	V/C	LOS	V/C
SR 65 NB Off-ramp and Blue Oaks Blvd	B	0.68	B	0.68
Washington Blvd/SR 65 SB Off and Blue Oaks Blvd	B	0.66	B	0.69
SR 65 NB Off-ramp and Pleasant Grove	A	0.56	A	0.54
SR 65 SB Off-ramp and Pleasant Grove	A	0.52	A	0.50

SOURCE: DKS Associates, 2003.

The analysis assumes that all of the 2020 transportation improvements contained in the Metropolitan Transportation Plan (MTP) would be implemented, including the widening of I-80 to accommodate HOV lanes between Madison Avenue and the Sacramento/Placer County line and construction of the State Route 65 Lincoln Bypass.

It must be noted that the traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto the Cumulative No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the project land uses is added to 2020 land uses. The travel model redistributes trips and can cause traffic on some roadways to decrease and cause changes in "critical" traffic movements at intersections, sometimes at intersections some distance from the proposed project.

The estimated development levels under the adopted General Plans of Roseville and surrounding jurisdictions would increase traffic volumes on state highways within the City of Roseville. I-80 between SR 65 and Sacramento/Placer County line and SR 65 through Roseville would operate at LOS F conditions during peak hours. The poor level of service anticipated on both I-80 and SR 65 under 2020 conditions would exist with or without the SPJC, which would increase the average daily traffic on some state highway segments. As shown in Table 11, all intersections with state highway ramps would operate at LOS C or better.

Although the SPJC would not cause any highway segment to degrade to LOS F, it would add traffic to some segments already operating at LOS F. Highway operations could be improved by the addition of HOV, auxiliary and/or mixed-flow lanes on I-80 and SR 65 through Roseville, ramp metering (throughout the I-80 and SR 65 corridors) and regional TSM/TDM elements. Such improvements and measures should be resolved on a regional level, through cooperative effort involving SACOG, the Placer County Transportation Planning Agency (PCTPA) and Caltrans. These improvements could not be implemented by a single development project, such as the SPJC.

Cumulative Plus Project With WRSP and Kaiser Expansion Conditions

Introduction

As stated previously, the City has received an application for a proposed West Roseville Specific Plan (WRSP). This proposed project is outside the City's Sphere of Influence was not assumed in the development forecast used to evaluate the 2020 CIP (which is the basis for the Cumulative No Project Scenario). The City has also received an application for a proposed expansion of the existing Kaiser Hospital facility within the City. This section discusses traffic-related impacts on the City roadway system under a second cumulative condition, with WRSP and Kaiser expansion, with and without the proposed project.

The City's travel demand model was used to estimate the change in daily and p.m. peak hour traffic volumes on roadways throughout the City of Roseville and in surrounding communities due to development of the proposed project under cumulative conditions. The daily traffic volumes within the City under the Cumulative Plus Project with WRSP scenario are shown in Figure 3.

It must be noted that the traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto the Cumulative No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the project land uses is added to 2020 land uses. The travel model redistributes trips and can cause traffic on some roadways to decrease and cause changes in "critical" traffic movements at intersections, sometimes at intersections some distance from the project site.

An intersection level of service analysis was conducted for this scenario. This analysis includes all signalized intersections within the City of Roseville assumed under the Cumulative No Project scenario plus signals that would likely be warranted on or adjacent to the West Roseville Specific Plan due to development of the West Roseville Specific Plan. A planning-level signal warrant analysis indicates the following 8 intersections would require signalization under the Cumulative Plus Project with WRSP scenario:

- Within WRSP:
 - Fiddymment Road and Hayden Parkway South,
 - Fiddymment Road and Hayden Parkway North,
 - Blue Oaks Boulevard and Hayden Parkway,
 - Blue Oaks Boulevard and West Side Drive,
 - Blue Oaks Boulevard and "N/S" Street,
 - Pleasant Grove Boulevard and Bob Doyle Dr,
 - Pleasant Grove Boulevard and Village Center Dr
- Outside WRSP:
 - Fiddymment Road and Westhills Drive.

Table 15 shows the number and percentage of City intersections that would operate at LOS "C" or better under both Cumulative No Project with WRSP and Kaiser expansion and Cumulative Plus Project with WRSP and Kaiser expansion conditions. Development of the WRSP would add 8 additional signalized intersections within or adjacent to the WRSP. Under Cumulative No Project with WRSP and Kaiser expansion conditions 109 signalized intersections would operate at LOS "C" or better. These represent about 69.0% of the 158 total signalized intersections. Under Cumulative Plus Project with WRSP conditions, 109 intersections would operate at LOS "C" or better. This represents 69.0% of the 158 total signalized intersections. With or without the proposed project, less than 70% of the signalized intersections citywide would operate at LOS "C" or better, based on the adopted CIP intersection geometries and no mitigations.

Table 16 shows the three intersections that would experience a significant level of service impact from the proposed project under cumulative conditions with the WRSP and Kaiser expansion. These three intersections all would deteriorate from LOS "D" to LOS "E."

Table 17 shows the intersections that would experience an improvement in level of service with the addition of the proposed project. Three intersections degrade and three improve.

Table 15
**NUMBER OF INTERSECTIONS OPERATING AT LOS "C" OR BETTER
CUMULATIVE PLUS PROJECT WITH WRSP AND KAISER EXPANSION SCENARIO**

Level of Service	Cumulative No Project with WRSP and Kaiser		Cumulative Plus Project with WRSP and Kaiser	
LOS A-C	109	69.0%	109	69.0%
LOS D	23	14.6%	22	13.9%
LOS E	19	12.0%	21	13.3%
LOS F	7	4.4%	6	3.8%
Total Intersections	158	100%	158	100%

SOURCE: DKS Associates, 2003.

Table 16
**INTERSECTIONS WITH SIGNIFICANT LEVEL OF SERVICE IMPACTS
CUMULATIVE PLUS PROJECT WITH WRSP AND KAISER EXPANSION SCENARIO**

Roadway		Cumulative No Project with WRSP		Cumulative Plus Project with WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Sierra College Blvd	Douglas Blvd	D	0.90	E	0.92
Roseville Parkway	Olympus Dr	D	0.88	E	0.91
Taylor Road	Eureka Road	D	0.90	E	0.91

SOURCE: DKS Associates, 2003.

Table 17
**INTERSECTIONS WITH LEVEL OF SERVICE IMPROVEMENTS
CUMULATIVE PLUS PROJECT WITH WRSP AND KAISER EXPANSION SCENARIO**

Roadway		Cumulative No Project with WRSP		Cumulative Plus Project with WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Eureka Rd	Douglas Blvd	E	0.91	D	0.87
Santa Clara Dr	Douglas Blvd	E	0.91	D	0.90
Washington Blvd	Main St	F	1.01	E	0.96

SOURCE: DKS Associates, 2003.

Potential improvements, beyond the 2020 CIP improvements, were not identified at any of the three impacted intersections, as shown in Table 18.

The City's level of service policy allows the City Council to take an action to except degradation in the level of service of one or more of its signalized intersections from the levels identified in the 2020 CIP as long as 70 percent or more of the total signalized intersections in the City would operate at LOS "C" or better. With the recommended intersection mitigation measures, less than 70 percent of the City's signalized intersections would operate at LOS "C" or better under Cumulative Plus Proposed Project with WRSP conditions. Therefore the proposed project would have a significant and unavoidable impact.

The draft environmental documents for the West Roseville Specific Plan and Kaiser Hospital expansion are not yet adopted but identify numerous intersection mitigations to improve those intersections impacted by those projects. Table 19 shows the mitigations included in the draft WRSP and Kaiser documents applied to Cumulative Plus Project with WRSP and Kaiser Hospital Expansion conditions. The table shows that four of the six potential mitigations identified in the other environmental documents would result in LOS "C" or better. Combining the mitigations for the Proposed Project with the mitigations for the WRSP and Kaiser would result in 71.5% of the citywide signalized intersections operating at LOS "C" or better.

TABLE 18
RECOMMENDED MITIGATIONS FOR CITY OF ROSEVILLE INTERSECTIONS
CUMULATIVE PLUS PROJECT WITH WRSP SCENARIO
(Project-Specific Mitigations Only)

Intersection		Recommended Mitigation	Level of Service	
North-south Roadway	East-west Roadway		Before Mitigation	After Mitigation
Sierra College Blvd	Douglas Blvd	No Mitigation Identified	E	E
Roseville Parkway	Olympus Dr	No Mitigation Identified	E	E
Taylor Road	Eureka Road	No Mitigation Identified	E	E
Percentage of Intersections Citywide Operating at LOS C or Better			69.0%	69.0%

SOURCE: DKS Associates, 2003.

TABLE 19
RECOMMENDED MITIGATIONS FOR CITY OF ROSEVILLE INTERSECTIONS
CUMULATIVE PLUS PROJECT WITH WRSP AND KAISER EXPANSION
SCENARIO

(All Identified Mitigations)

Intersection		Recommended Mitigation (from WRSP Draft EIR)	Level of Service	
North-south	East-west		Before Mitigation	After Mitigation
Mitigations from Draft WRSP Specific Plan EIR				
Diamond Creek	Blue Oaks Blvd	Add 3 rd eastbound and westbound thru lanes (requires widening of Blue Oaks Boulevard from Woodcreek Oaks to west of Diamond Creek)	E	C
Fiddymment Rd	Baseline Rd	Add 2 nd northbound left and 2 nd southbound left turn lanes	E	D
Foothills Blvd	Blue Oaks Blvd	Add 3 rd southbound thru lane Add 3 rd northbound left-turn lane Add 4 th westbound thru lane	F	C
Fiddymment Rd	Pleasant Grove	Add 3 rd northbound and 3 rd southbound thru lanes	D	C
Mitigations from Draft Kaiser Hospital Expansion EIR				
Santa Clara Dr	Douglas Blvd	Add westbound right turn lane	E	D
Sierra Gardens	Douglas Blvd	Add westbound right turn lane	D	C
Percentage of Intersections Citywide Operating at LOS C or Better			69.0%	71.5%
Note: Intersections that operate at LOS "D" or worse are shaded.				
SOURCE: DKS Associates, 2002.				

APPENDICES

Level of Service Summaries

TABLE A:	EXISTING LEVELS OF SERVICE AT MAJOR INTERSECTIONS IN THE CITY OF ROSEVILLE
TABLE B:	LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS UNDER CUMULATIVE PLUS PROPOSED PROJECT SCENARIO
TABLE C:	LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS UNDER CUMULATIVE PLUS REDUCED PROJECT SCENARIO
TABLE D:	LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS CUMULATIVE WITH WRSP AND KAISER EXPANSION SCENARIO

Appendix

TABLE A

EXISTING LEVELS OF SERVICE AT MAJOR INTERSECTIONS
IN THE CITY OF ROSEVILLE

Roadway		Existing Conditions	
North-south	East-west	LOS	V/C
Tiger/Center	Atlantic Street	A	0.44
Wills	Atlantic Street	A	0.60
Yosemite	Atlantic Street	A	0.52
Prairie Woods	Blue Oaks Boulevard	A	0.18
SR 65 NB off	Blue Oaks Boulevard	A	0.14
Washington Boulevard	Blue Oaks Boulevard	A	0.33
Woodcreek Oaks	Blue Oaks Boulevard	A	0.29
Champion Oaks	Cirby Way	A	0.44
Melody	Cirby Way	B	0.67
Northridge/Lindsay	Cirby Way	B	0.60
Oak Ridge Drive	Cirby Way	A	0.58
Orlando Avenue	Cirby Way	A	0.54
Parkview	Cirby Way	A	0.48
San Simeon	Cirby Way	B	0.65
Vernon Street	Cirby Way	E	0.91
Eureka Road	Douglas Boulevard	C	0.77
Folsom Road	Douglas Boulevard	A	0.52
Harding Boulevard	Douglas Boulevard	C	0.72
Judah	Douglas Boulevard	A	0.55
Keehner/Donner	Douglas Boulevard	A	0.37
Park	Douglas Boulevard	A	0.32
Riverside Avenue	Douglas Boulevard	E	0.94
Rocky Ridge Drive	Douglas Boulevard	C	0.74
Roseville Parkway	Douglas Boulevard	A	0.52
Santa Clara Drive	Douglas Boulevard	E	0.97
Sierra College	Douglas Boulevard	E	0.93
Sierra Gardens	Douglas Boulevard	C	0.76
Target	Douglas Boulevard	A	0.56
Eureka Road	Deer Valley	A	0.46
Eureka Road	Lead Hill Road	A	0.56
Ashland	Eureka Road	A	0.19
Five Star	Fairway Drive	A	0.2
Home Depot	Fairway Drive	A	0.25
Fiddymment Rd	Baseline Road	B	0.65
Foothills Boulevard	Albertsons	A	0.37
Foothills Boulevard	Atkinson St	C	0.75

TABLE A
EXISTING LEVELS OF SERVICE AT MAJOR INTERSECTIONS
IN THE CITY OF ROSEVILLE

Roadway		Existing Conditions	
North-south	East-west	LOS	V/C
Foothills Boulevard	Blue Oaks Boulevard	A	0.27
Foothills Boulevard	Cirby Way	E	0.96
Foothills Boulevard	H.P. South	A	0.3
Foothills Boulevard	Junction Boulevard	C	0.71
Foothills Boulevard	Main Street	C	0.76
Foothills Boulevard	McAnally	A	0.47
Foothills Boulevard	Mistywood/NEC	A	0.54
Foothills Boulevard	Pleasant Grove	B	0.63
Foothills Boulevard	Rand/Pilgrims	A	0.42
Foothills Boulevard	Vineyard Road	A	0.53
Galleria	Antelope Creek	A	0.45
Galleria	Berry	A	0.41
Harding Boulevard	Estates Road	B	0.64
Harding Boulevard	Lead Hill Road	A	0.55
Harding Boulevard	Roseville Square	A	0.50
Harding Boulevard	Wills Road	A	0.44
I-80 WB Ramps	Atlantic Street	A	0.47
Americana	Junction Boulevard	A	0.32
Country Club	Junction Boulevard	A	0.37
Porter	Junction Boulevard	A	0.34
Revere	Junction Boulevard	A	0.27
Hallisey	Pleasant Grove	A	0.30
Washington Blvd	Pleasant Grove	A	0.54
Pleasant Grove	Roseville Parkway	A	0.42
Riverside Avenue	Cirby Way	D	0.89
Riverside Avenue	Darling Way	B	0.68
Rocky Ridge Drive	Cirby Way	C	0.72
Rocky Ridge Drive	Eureka Road	D	0.84
Rocky Ridge Drive	Lead Hill Road	A	0.53
Rocky Ridge Drive	Maidu	A	0.49
Rocky Ridge Drive	McLaren	A	0.46
Rocky Ridge Drive	Professional	A	0.56
Roseville Parkway	Eureka Road	A	0.41
Roseville Parkway	Lead Hill Road	A	0.44
Roseville Parkway	Olympus Drive	A	0.45
Creekside	Roseville Parkway	A	0.26
Galleria Boulevard	Roseville Parkway	A	0.53
Gibson	Roseville Parkway	A	0.24
N. Cirby	Roseville Parkway	A	0.42
Old Auburn Road	Roseville Parkway	A	0.44
Reserve	Roseville Parkway	A	0.35
Sierra College	Roseville Parkway	C	0.73

TABLE A
EXISTING LEVELS OF SERVICE AT MAJOR INTERSECTIONS
IN THE CITY OF ROSEVILLE

Roadway		Existing Conditions	
North-south	East-west	LOS	V/C
Taylor Road	Roseville Parkway	A	0.39
Washington Boulevard	Roseville Parkway	A	0.14
West Mall	Roseville Parkway	A	0.35
Sierra College Blvd	Eureka Road	A	0.59
Sierra College Blvd	Indigo Creek	A	0.31
Sierra College Blvd	Old Auburn Road	C	0.78
Sierra College Blvd	Olympus Drive	B	0.64
South Cirby Way	Old Auburn Road	C	0.74
Stanford Ranch Road	Fairway Drive	A	0.54
Stanford Ranch Road	Five Star Blvd	B	0.63
Stanford Ranch Road	Highland Park D	A	0.28
Stanford/Galleria	SR-65 NB ramps	A	0.54
Stanford/Galleria	SR-65 SB ramps	C	0.72
Sunrise Avenue	Automall	B	0.60
Sunrise Avenue	Cirby Way	F	1.08
Sunrise Avenue	Coloma Road	A	0.57
Sunrise Avenue	Douglas Boulevard	E	0.98
Sunrise Avenue	Eureka Road	D	0.82
Sunrise Avenue	Frances	A	0.50
Sunrise Avenue	Kensington	A	0.57
Sunrise Avenue	Lead Hill Road	C	0.80
Sunrise Avenue	Oak Ridge Drive	A	0.56
Sunrise Avenue	Roseville Parkway	A	0.59
Sunrise Avenue	Sierra Gardens	A	0.59
I-80 EB Ramps	Eureka Road	D	0.88
Grant Street	Vernon Street	A	0.42
Judah	Vernon Street	A	0.27
Lincoln Street	Vernon Street	A	0.57
Washington Blvd	Hallisey	A	0.17
Washington Blvd	Junction Boulevard	A	0.50
Washington Blvd	Main Street	B	0.62
Washington Blvd	Oak Street	A	0.55
Washington Blvd	Sawtell	A	0.53
Woodcreek Oaks	Baseline Road	C	0.75
Woodcreek Oaks	Canevari Road	A	0.39
Woodcreek Oaks	McAnally	A	0.53

Notes:

1. Reflects 2001 traffic counts at all intersections.
2. V/C is volume capacity ratio that is used to define level of service (see Table 2).
3. Intersections operating at LOS "D" or worse conditions are shaded.

SOURCE: DKS Associates, 2003.

Table B

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Tiger/Center	Atlantic	C	0.72	C	0.72
Wills	Atlantic St	C	0.76	C	0.75
Yosemite	Atlantic St	D	0.84	D	0.83
Baseline Rd	Junction Blvd	A	0.58	A	0.59
Del Webb Blvd	Blue Oaks Blvd	A	0.25	A	0.25
Diamond Creek	Blue Oaks Blvd	A	0.57	A	0.57
Fiddymment Road	Blue Oaks Blvd	A	0.32	A	0.32
Prairie Woods	Blue Oaks Blvd	A	0.46	A	0.46
SR-65 NB Off	Blue Oaks Blvd	B	0.68	B	0.68
Washington Blvd	Blue Oaks Blvd	B	0.66	B	0.69
Woodcreek Oaks	Blue Oaks Blvd	C	0.71	C	0.71
Champion Oaks	Cirby Way	C	0.78	C	0.77
Melody	Cirby Way	C	0.72	C	0.72
Northridge/Lindsay	Cirby Way	B	0.62	B	0.62
Oak Ridge Dr	Cirby Way	C	0.72	C	0.72
Orlando/Marlin	Cirby Way	C	0.75	C	0.77
Parkview	Cirby Way	A	0.55	A	0.55
San Simeon	Cirby Way	B	0.68	B	0.68
Vernon St	Cirby Way	E	0.98	E	0.98
Eureka Rd	Douglas Blvd	D	0.87	E	0.91
Folsom Rd	Douglas Blvd	C	0.72	B	0.70
Harding Blvd	Douglas Blvd	F	1.04	F	1.02
I-80 WB Off	Douglas Blvd	C	0.81	C	0.80
Judah	Douglas Blvd	C	0.72	C	0.72
Keehner/Donner	Douglas Blvd	C	0.78	C	0.77
Park	Douglas Blvd	A	0.56	A	0.57
Riverside Ave/Vernon	Douglas Blvd	E	0.95	E	0.98
Rocky Ridge Dr	Douglas Blvd	D	0.88	D	0.88
Roseville Pkwy	Douglas Blvd	C	0.81	C	0.77

Table B

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Santa Clara Dr	Douglas Blvd	D	0.90	D	0.88
Sierra College	Douglas Blvd	D	0.88	D	0.89
Sierra Gardens	Douglas Blvd	C	0.79	C	0.80
Target	Douglas Blvd	B	0.65	B	0.64
Eureka Rd	Deer Valley	B	0.67	B	0.68
Eureka Rd	Lead Hill Blvd	D	0.89	D	0.88
Ashland	Eureka Road	A	0.51	A	0.52
Central Park	Fairway Drive	A	0.55	A	0.54
Five Star	Fairway Drive	A	0.45	A	0.43
Home Depot	Fairway Drive	B	0.68	B	0.66
Fiddymment Rd	Baseline Rd	D	0.86	D	0.86
Fiddymment Rd	Collector O	A	0.40	A	0.40
Fiddymment Rd	Del Webb Blvd	A	0.25	A	0.25
Foothills Blvd	Albertsons	A	0.55	A	0.56
Foothills Blvd	Atkinson Rd	A ¹		A ¹	
Foothills Blvd	Blue Oaks Blvd	C	0.81	D	0.84
Foothills Blvd	Cirby Way	E	0.94	E	0.96
Foothills Blvd	H.P. South	C	0.78	C	0.78
Foothills Blvd	Junction Blvd	D	0.86	D	0.85
Foothills Blvd	Main St/Baseline	D	0.86	D	0.85
Foothills Blvd	McAnally	C	0.79	C	0.79
Foothills Blvd	Mistywood/NEC	C	0.78	C	0.78
Foothills Blvd	Pleasant Grove	D	0.87	D	0.86
Foothills Blvd	Rand/Pilgrims	C	0.70	B	0.70
Foothills Blvd	Roseville Pkwy/HP	C	0.74	C	0.76
Foothills Blvd	Vineyard Rd	D	0.89	D	0.90
Galleria	Antelope Creek	D	0.82	D	0.82
Galleria	Berry	D	0.85	D	0.84
Harding Blvd	Estates Rd	E	0.94	E	0.96
Harding Blvd	Lead Hill Blvd	E	0.92	E	0.93
Harding Blvd	Roseville Square	A	0.50	A	0.50
Harding Blvd	Wills Rd	D	0.89	D	0.88

Table B

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
I-80 WB On	Atlantic St	C	0.75	C	0.74
Americana	Junction Blvd	A	0.38	A	0.38
Country Club	Junction Blvd	B	0.60	A	0.60
Park Regency	Junction Blvd	A	0.40	A	0.40
Porter	Junction Blvd	A	0.58	A	0.57
Revere	Junction Blvd	A	0.51	A	0.52
Stonecrest	Junction Blvd	A	0.37	A	0.36
Lincoln St	Oak Street	C	0.75	C	0.75
Country Club	Pleasant Grove	A	0.57	A	0.57
Fiddymment Rd	Pleasant Grove	A	0.59	A	0.59
Hallisey	Pleasant Grove	B	0.66	B	0.63
SR-65 NB Off	Pleasant Grove	A	0.56	A	0.54
SR-65 SB Off	Pleasant Grove	A	0.52	A	0.50
Sun City Blvd	Pleasant Grove	A	0.45	A	0.45
Washington Blvd	Pleasant Grove	E	0.91	D	0.90
Woodcreek Oaks	Pleasant Grove	B	0.69	B	0.69
Pleasant Grove	Fairway Drive	C	0.75	C	0.74
Pleasant Grove	Highland Drive	A	0.51	A	0.51
Roseville Pkwy	Pleasant Grove	E	0.95	E	0.97
Riverside Ave	Cirby Way	E	0.97	E	0.95
Riverside Ave	Darling Way	D	0.90	D	0.89
Riverside Ave	I-80 WB Off ramp	A	0.08	A	
Rocky Ridge Dr	Cirby Way	B	0.67	B	0.66
Rocky Ridge Dr	Eureka Road	C	0.71	C	0.73
Rocky Ridge Dr	Lead Hill Blvd	D	0.89	D	0.88
Rocky Ridge Dr	Maidu	B	0.69	B	0.69
Rocky Ridge Dr	McLaren	B	0.66	B	0.66
Rocky Ridge Dr	Professional	C	0.73	C	0.73
Roseville Pkwy	Alexandria	A	0.44	A	0.44
Roseville Pkwy	Eureka Road	C	0.73	C	0.73
Roseville Pkwy	Lead Hill Blvd	B	0.61	B	0.61
Roseville Pkwy	Olympus Dr	D	0.87	D	0.88

Table B

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Roseville Pkwy	Rocky Ridge Dr	A	0.59	A	0.60
Roseville Pkwy	Secret Ravine	B	0.63	B	0.63
Roseville Pkwy	Village/Slade	B	0.61	B	0.61
Creekside	Roseville Pkwy	C	0.73	C	0.74
Galleria	Roseville Pkwy	F	1.13	F	1.12
Gibson	Roseville Pkwy	C	0.78	C	0.78
N. Cirby	Roseville Pkwy	C	0.71	B	0.70
Old Auburn Rd	Roseville Pkwy	B	0.61	A	0.59
Reserve Drive	Roseville Pkwy	E	0.96	E	0.96
Sierra College	Roseville Pkwy	D	0.83	D	0.82
Taylor Rd	Roseville Pkwy	D	0.82	C	0.81
Washington Blvd	Roseville Pkwy	C	0.81	C	0.78
West Mall	Roseville Pkwy	B	0.68	B	0.68
Sierra College	Eureka Road	C	0.77	C	0.80
Sierra College	Indigo Creek	C	0.74	C	0.74
Sierra College	Old Auburn Rd	C	0.78	C	0.78
Sierra College	Olympus Drive	C	0.71	C	0.70
Sierra College	Secret Ravine	A	0.55	A	0.55
South Cirby Way	Old Auburn Rd	D	0.87	D	0.86
Stanford Ranch	Fairway Drive	B	0.63	B	0.64
Stanford Ranch	Five Star Blvd	C	0.80	C	0.81
Stanford Ranch	Highlands Dr	B	0.61	B	0.62
Stanford Ranch	SR-65 NB On	B	0.68	C	0.70
Galleria	SR-65 SB On	C	0.73	C	0.73
Sunrise Avenue	Automall	C	0.73	C	0.75
Sunrise Avenue	Cirby Way	F	1.09	F	1.08
Sunrise Avenue	Coloma Way	F	1.09	F	1.10
Sunrise Avenue	Douglas Blvd	E	0.99	E	0.98
Sunrise Avenue	Eureka Rd	F	1.09	F	1.10
Sunrise Avenue	Frances	B	0.68	B	0.68
Sunrise Avenue	Kensington	D	0.88	D	0.86
Sunrise Avenue	Lead Hill Blvd	F	1.02	F	1.08

Table B

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROPOSED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Proposed Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Sunrise Avenue	Oak Ridge Dr	E	0.95	E	0.96
Sunrise Avenue	Roseville Pkwy	B	0.65	B	0.65
Sunrise Avenue	Sierra Gardens	D	0.85	D	0.85
Sunrise Avenue	Suntree	B	0.62	B	0.62
Taylor Rd	Eureka Road	E	0.94	E	0.94
Grant Street	Vernon Street	E	0.91	E	0.94
Judah	Vernon Street	A	0.58	A	0.59
Lincoln Street	Vernon Street	D	0.90	D	0.83
Washington Blvd	Diamond Oaks	B	0.69	B	0.69
Washington Blvd	Hallisey	A	0.46	A	0.46
Washington Blvd	Industrial Ave	B	0.61	B	0.62
Washington Blvd	Junction Blvd	C	0.80	C	0.80
Washington Blvd	Main Street	E	0.98	E	0.95
Washington Blvd	Oak Street	A	0.58	A	0.58
Washington Blvd	Sawtell	C	0.74	C	0.73
Woodcreek Oaks	Baseline Road	C	0.74	C	0.74
Woodcreek Oaks	Canevari Road	A	0.56	A	0.56
Woodcreek Oaks	Junction Blvd	A	0.56	A	0.56
Woodcreek Oaks	McAnally	B	0.64	B	0.64
Target Entrance	Fairway Drive	C ²		C ²	
Wal-Mart Entrance	Lead Hill Blvd	C ²		C ²	
Pleasant Grove Blvd	Wal-Mart Entrance	C ²		C ²	
Roseville Parkway	Trestle Drive	C ²		C ²	
HP Road A	Blue Oaks Blvd	C ²		C ²	
HP Road B	Blue Oaks Blvd	C ²		C ²	

Notes:

1. The signal at the intersection of Foothill Boulevard and Atkinson Road will be eliminated by the addition of a second loop ramp under the 2020 CIP thus providing LOS "A" conditions at this intersection
2. Intersection that the City intends to signalize and ones that would have relatively low "minor street" volumes that would clearly allow LOS "C" or better conditions at buildout of the City.
3. Intersections operating at LOS "D" or worse conditions are shaded.

Source: DKS Associates 2003

Table C

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Tiger/Center	Atlantic	C	0.72	C	0.72
Wills	Atlantic St	C	0.76	C	0.75
Yosemite	Atlantic St	D	0.84	D	0.82
Baseline Rd	Junction Blvd	A	0.58	A	0.59
Del Webb Blvd	Blue Oaks Blvd	A	0.25	A	0.25
Diamond Creek	Blue Oaks Blvd	A	0.57	A	0.57
Fiddymment Road	Blue Oaks Blvd	A	0.32	A	0.32
Prairie Woods	Blue Oaks Blvd	A	0.46	A	0.46
SR-65 NB Off	Blue Oaks Blvd	B	0.68	B	0.68
Washington Blvd	Blue Oaks Blvd	B	0.66	B	0.69
Woodcreek Oaks	Blue Oaks Blvd	C	0.71	C	0.71
Champion Oaks	Cirby Way	C	0.78	C	0.78
Melody	Cirby Way	C	0.72	C	0.72
Northridge/Lindsay	Cirby Way	B	0.62	B	0.62
Oak Ridge Dr	Cirby Way	C	0.72	C	0.72
Orlando/Marlin	Cirby Way	C	0.75	C	0.76
Parkview	Cirby Way	A	0.55	A	0.55
San Simeon	Cirby Way	B	0.68	B	0.68
Vernon St	Cirby Way	E	0.98	E	0.97
Eureka Rd	Douglas Blvd	D	0.87	D	0.89
Folsom Rd	Douglas Blvd	C	0.72	C	0.70
Harding Blvd	Douglas Blvd	F	1.04	F	1.02
I-80 WB Off	Douglas Blvd	C	0.81	C	0.80
Judah	Douglas Blvd	C	0.72	C	
Keehner/Donner	Douglas Blvd	C	0.78	C	0.77
Park	Douglas Blvd	A	0.56	A	0.57
Riverside Ave/Vernon	Douglas Blvd	E	0.95	E	0.98
Rocky Ridge Dr	Douglas Blvd	D	0.88	D	0.88
Roseville Pkwy	Douglas Blvd	C	0.81	C	0.78
Santa Clara Dr	Douglas Blvd	D	0.90	D	0.88

Table C

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Sierra College	Douglas Blvd	D	0.88	D	0.89
Sierra Gardens	Douglas Blvd	C	0.79	D	0.84
Target	Douglas Blvd	B	0.65	B	0.64
Eureka Rd	Deer Valley	B	0.67	B	0.68
Eureka Rd	Lead Hill Blvd	D	0.89	D	0.90
Ashland	Eureka Road	A	0.51	A	0.52
Central Park	Fairway Drive	A	0.55	A	0.54
Five Star	Fairway Drive	A	0.45	A	0.43
Home Depot	Fairway Drive	B	0.68	B	0.66
Fiddymment Rd	Baseline Rd	D	0.86	D	0.86
Fiddymment Rd	Collector O	A	0.40	A	0.40
Fiddymment Rd	Del Webb Blvd	A	0.25	A	0.25
Foothills Blvd	Albertsons	A	0.55	A	0.55
Foothills Blvd	Atkinson Rd	A ¹		A ¹	
Foothills Blvd	Blue Oaks Blvd	C	0.81	D	0.84
Foothills Blvd	Cirby Way	E	0.94	E	0.95
Foothills Blvd	H.P. South	C	0.78	C	0.77
Foothills Blvd	Junction Blvd	D	0.86	D	0.85
Foothills Blvd	Main St/Baseline	D	0.86	D	0.85
Foothills Blvd	McAnally	C	0.79	C	0.79
Foothills Blvd	Mistywood/NEC	C	0.78	C	0.77
Foothills Blvd	Pleasant Grove	D	0.87	D	0.86
Foothills Blvd	Rand/Pilgrims	C	0.70	C	0.70
Foothills Blvd	Roseville Pkwy/HP	C	0.74	C	0.75
Foothills Blvd	Vineyard Rd	D	0.89	D	0.89
Galleria	Antelope Creek	D	0.82	D	0.82
Galleria	Berry	D	0.85	D	0.84
Harding Blvd	Estates Rd	E	0.94	E	0.95
Harding Blvd	Lead Hill Blvd	E	0.92	E	0.93
Harding Blvd	Roseville Square	A	0.50	A	0.50
Harding Blvd	Wills Rd	D	0.89	D	0.87
I-80 WB On	Atlantic St	C	0.75	C	0.75

Table C

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Americana	Junction Blvd	A	0.38	A	0.38
Country Club	Junction Blvd	B	0.60	B	0.60
Park Regency	Junction Blvd	A	0.40	A	0.40
Porter	Junction Blvd	A	0.58	A	0.57
Revere	Junction Blvd	A	0.51	A	0.51
Stonecrest	Junction Blvd	A	0.37	A	0.36
Lincoln St	Oak Street	C	0.75	C	0.75
Country Club	Pleasant Grove	A	0.57	A	0.57
Fiddymment Rd	Pleasant Grove	A	0.59	A	0.59
Hallisey	Pleasant Grove	B	0.66	B	0.65
SR-65 NB Off	Pleasant Grove	A	0.56	A	0.54
SR-65 SB Off	Pleasant Grove	A	0.52	A	0.50
Sun City Blvd	Pleasant Grove	A	0.45	A	0.44
Washington Blvd	Pleasant Grove	E	0.91	E	0.91
Woodcreek Oaks	Pleasant Grove	B	0.69	B	0.69
Pleasant Grove	Fairway Drive	C	0.75	C	0.74
Pleasant Grove	Highland Drive	A	0.51	A	0.51
Roseville Pkwy	Pleasant Grove	E	0.95	E	0.95
Riverside Ave	Cirby Way	E	0.97	E	0.94
Riverside Ave	Darling Way	D	0.90	D	0.89
Riverside Ave	I-80 WB Off ramp	A	0.08	A	
Rocky Ridge Dr	Cirby Way	B	0.67	B	0.66
Rocky Ridge Dr	Eureka Road	C	0.71	C	0.72
Rocky Ridge Dr	Lead Hill Blvd	D	0.89	D	0.82
Rocky Ridge Dr	Maidu	B	0.69	B	0.69
Rocky Ridge Dr	McLaren	B	0.66	B	0.65
Rocky Ridge Dr	Professional	C	0.73	C	0.73
Roseville Pkwy	Alexandria	A	0.44	A	0.44
Roseville Pkwy	Eureka Road	C	0.73	C	0.71
Roseville Pkwy	Lead Hill Blvd	B	0.61	B	0.61
Roseville Pkwy	Olympus Dr	D	0.87	D	0.88
Roseville Pkwy	Rocky Ridge Dr	A	0.59	A	0.59

Table C

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Roseville Pkwy	Secret Ravine	B	0.63	B	0.63
Roseville Pkwy	Village/Slade	B	0.61	B	0.61
Creskide	Roseville Pkwy	C	0.73	C	0.74
Galleria	Roseville Pkwy	F	1.13	F	1.12
Gibson	Roseville Pkwy	C	0.78	C	0.78
N. Cirby	Roseville Pkwy	C	0.71	C	0.70
Old Auburn Rd	Roseville Pkwy	B	0.61	A	0.59
Reserve Drive	Roseville Pkwy	E	0.96	E	0.96
Sierra College	Roseville Pkwy	D	0.83	D	0.82
Taylor Rd	Roseville Pkwy	D	0.82	D	0.82
Washington Blvd	Roseville Pkwy	C	0.81	C	0.77
West Mall	Roseville Pkwy	B	0.68	B	0.67
Sierra College	Eureka Road	C	0.77	C	0.80
Sierra College	Indigo Creek	C	0.74	C	0.74
Sierra College	Old Auburn Rd	C	0.78	C	0.78
Sierra College	Olympus Drive	C	0.71	C	0.70
Sierra College	Secret Ravine	A	0.55	A	0.55
South Cirby Way	Old Auburn Rd	D	0.87	D	0.86
Stanford Ranch	Fairway Drive	B	0.63	B	0.64
Stanford Ranch	Five Star Blvd	C	0.80	C	0.80
Stanford Ranch	Highlands Dr	B	0.61	B	0.61
Stanford Ranch	SR-65 NB On	B	0.68	C	0.70
Galleria	SR-65 SB On	C	0.73	C	0.73
Sunrise Avenue	Automall	C	0.73	C	0.75
Sunrise Avenue	Cirby Way	F	1.09	F	1.08
Sunrise Avenue	Coloma Way	F	1.09	F	1.10
Sunrise Avenue	Douglas Blvd	E	0.99	E	0.98
Sunrise Avenue	Eureka Rd	F	1.09	F	1.10
Sunrise Avenue	Frances	B	0.68	B	0.68
Sunrise Avenue	Kensington	D	0.88	D	0.86
Sunrise Avenue	Lead Hill Blvd	F	1.02	F	1.08
Sunrise Avenue	Oak Ridge Dr	E	0.95	E	0.98

Table C

**LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS REDUCED PROJECT SCENARIO**

Intersection		Cumulative No Project		Cumulative Plus Reduced Project	
North-south Roadway	East-west Roadway	LOS	V/C	LOS	V/C
Sunrise Avenue	Roseville Pkwy	B	0.65	B	0.65
Sunrise Avenue	Sierra Gardens	D	0.85	D	0.85
Sunrise Avenue	Suntree	B	0.62	B	0.62
Taylor Rd	Eureka Road	E	0.94	E	0.94
Grant Street	Vernon Street	E	0.91	E	0.92
Judah	Vernon Street	A	0.58	A	0.58
Lincoln Street	Vernon Street	D	0.90	E	0.92
Washington Blvd	Diamond Oaks	B	0.69	B	0.69
Washington Blvd	Hallisey	A	0.46	A	0.47
Washington Blvd	Industrial Ave	B	0.61	B	0.66
Washington Blvd	Junction Blvd	C	0.80	C	0.81
Washington Blvd	Main Street	E	0.98	E	0.96
Washington Blvd	Oak Street	A	0.58	C	0.78
Washington Blvd	Sawtell	C	0.74	C	0.73
Woodcreek Oaks	Baseline Road	C	0.74	C	0.73
Woodcreek Oaks	Canevari Road	A	0.56	A	0.56
Woodcreek Oaks	Junction Blvd	A	0.56	A	0.57
Woodcreek Oaks	McAnally	B	0.64	B	0.65
Target Entrance	Fairway Drive	C ²		C ²	
Wal-Mart Entrance	Lead Hill Blvd	C ²		C ²	
Pleasant Grove Blvd	Wal-Mart Entrance	C ²		C ²	
Roseville Parkway	Trestle Drive	C ²		C ²	
HP Road A	Blue Oaks Blvd	C ²		C ²	
HP Road B	Blue Oaks Blvd	C ²		C ²	

Notes:

- The signal at the intersection of Foothill Boulevard and Atkinson Road will be eliminated by the addition of a second loop ramp under the 2020 CIP thus providing LOS "A" conditions at this intersection
- Intersection that the City intends to signalize and ones that would have relatively low "minor street" volumes that would clearly allow LOS "C" or better conditions at buildout of the City.
- Intersections operating at LOS "D" or worse conditions are shaded.

Source: DKS Associates 2003

Table D
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project With WRSP		Cumulative Plus Project With WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Tiger/Center	Atlantic	C	0.73	C	0.74
Wills	Atlantic St	C	0.78	C	0.78
Yosemite	Atlantic St	D	0.84	D	0.86
Baseline Rd	Junction Blvd	B	0.67	B	0.67
Del Webb Blvd	Blue Oaks Blvd	A	0.43	A	0.43
Diamond Creek	Blue Oaks Blvd	E	0.93	E	0.93
Fiddymment Road	Blue Oaks Blvd	A	0.56	A	0.56
Prairie Woods	Blue Oaks Blvd	A	0.57	A	0.57
SR-65 NB Off	Blue Oaks Blvd	C	0.71	C	0.71
Washington Blvd	Blue Oaks Blvd	C	0.70	C	0.74
Woodcreek Oaks	Blue Oaks Blvd	C	0.77	C	0.77
Champion Oaks	Cirby Way	C	0.76	C	0.78
Melody	Cirby Way	C	0.73	C	0.73
Northridge/Lindsay	Cirby Way	B	0.62	B	0.62
Oak Ridge Dr	Cirby Way	C	0.70	C	0.72
Orlando/Marlin	Cirby Way	C	0.75	C	0.76
Parkview	Cirby Way	A	0.57	A	0.57
San Simeon	Cirby Way	B	0.69	B	0.70
Vernon St	Cirby Way	E	0.99	E	1.00
Eureka Rd	Douglas Blvd	E	0.91	D	0.87
Folsom Rd	Douglas Blvd	C	0.72	C	0.72
Harding Blvd	Douglas Blvd	F	1.05	F	1.07
I-80 WB Off	Douglas Blvd	C	0.79	C	0.80
Judah	Douglas Blvd	C		C	
Keehner/Donner	Douglas Blvd	C	0.74	C	0.73
Park	Douglas Blvd	A	0.58	A	0.59
Riverside Ave/Vern	Douglas Blvd	E	0.98	E	0.98
Rocky Ridge Dr	Douglas Blvd	E	0.94	E	0.93
Roseville Pkwy	Douglas Blvd	C	0.77	C	0.74
Santa Clara Dr	Douglas Blvd	E	0.91	D	0.90
Sierra College	Douglas Blvd	D	0.90	E	0.92
Sierra Gardens	Douglas Blvd	D	0.83	D	0.87
Target	Douglas Blvd	B	0.65	B	0.65
Eureka Rd	Deer Valley	B	0.68	B	0.69
Eureka Rd	Lead Hill Blvd	E	0.91	E	0.93
Ashland	Eureka Road	A	0.52	A	0.52
Central Park	Fairway Drive	A	0.53	A	0.53
Five Star	Fairway Drive	A	0.43	A	0.43
Home Depot	Fairway Drive	B	0.67	B	0.67
Fiddymment Rd	Baseline Rd	E	0.92	E	0.92
Fiddymment Rd	Collector O	A	0.19	A	0.19
Fiddymment Rd	Del Webb Blvd	A	0.47	A	0.47

Table D
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project With WRSP		Cumulative Plus Project With WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Foothills Blvd	Albertsons	A	0.55	A	0.55
Foothills Blvd	Atkinson Rd	A ¹		A ¹	
Foothills Blvd	Blue Oaks Blvd	F	1.04	F	1.04
Foothills Blvd	Cirby Way	E	0.95	E	0.95
Foothills Blvd	H.P. South	C	0.75	C	0.76
Foothills Blvd	Junction Blvd	D	0.86	D	0.85
Foothills Blvd	Main St/Baseline	D	0.89	D	0.88
Foothills Blvd	McAnally	C	0.80	C	0.80
Foothills Blvd	Mistywood/NEC	C	0.77	C	0.78
Foothills Blvd	Pleasant Grove	D	0.89	D	0.89
Foothills Blvd	Rand/Pilgrims	B	0.70	B	0.70
Foothills Blvd	Roseville Pkwy/HP	B	0.70	C	0.74
Foothills Blvd	Vineyard Rd	D	0.90	D	0.90
Galleria	Antelope Creek	D	0.83	D	0.83
Galleria	Berry	D	0.84	D	0.84
Harding Blvd	Estates Rd	E	0.95	E	0.95
Harding Blvd	Lead Hill Blvd	E	0.96	E	0.94
Harding Blvd	Roseville Square	A	0.50	A	0.50
Harding Blvd	Wills Rd	D	0.89	D	0.90
I-80 WB On	Atlantic St	C	0.72	C	0.72
Americana	Junction Blvd	A	0.43	A	0.43
Country Club	Junction Blvd	B	0.64	B	0.63
Park Regency	Junction Blvd	A	0.46	A	0.46
Porter	Junction Blvd	B	0.62	B	0.61
Revere	Junction Blvd	A	0.59	A	0.58
Stonecrest	Junction Blvd	A	0.55	A	0.55
Lincoln St	Oak Street	C	0.77	C	0.77
Country Club	Pleasant Grove	A	0.59	B	0.60
Fiddymment Rd	Pleasant Grove	D	0.85	D	0.84
Hallisey	Pleasant Grove	B	0.66	B	0.66
SR-65 NB Off	Pleasant Grove	A	0.54	A	0.53
SR-65 SB Off	Pleasant Grove	A	0.50	A	0.50
Sun City Blvd	Pleasant Grove	A	0.47	A	0.48
Washington Blvd	Pleasant Grove	E	0.93	E	0.92
Woodcreek Oaks	Pleasant Grove	C	0.72	C	0.72
Pleasant Grove	Fairway Drive	C	0.75	C	0.74
Pleasant Grove	Highland Drive	A	0.51	A	0.51
Roseville Pkwy	Pleasant Grove	E	0.96	E	0.96
Riverside Ave	Cirby Way	E	0.99	E	0.99
Riverside Ave	Darling Way	D	0.88	D	0.87
Riverside Ave	I-80 WB Off ramp	A	0.44	A	0.44
Rocky Ridge Dr	Cirby Way	B	0.67	B	0.69
Rocky Ridge Dr	Eureka Road	C	0.72	C	0.73

Table D
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project With WRSP		Cumulative Plus Project With WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Rocky Ridge Dr	Lead Hill Blvd	D	0.84	D	0.87
Rocky Ridge Dr	Maidu	B	0.69	B	0.70
Rocky Ridge Dr	McLaren	B	0.66	B	0.67
Rocky Ridge Dr	Professional	C	0.73	C	0.73
Roseville Pkwy	Alexandria	A	0.45	A	0.45
Roseville Pkwy	Eureka Road	C	0.71	C	0.73
Roseville Pkwy	Lead Hill Blvd	B	0.64	B	0.63
Roseville Pkwy	Olympus Dr	D	0.88	E	0.91
Roseville Pkwy	Rocky Ridge Dr	B	0.60	A	0.59
Roseville Pkwy	Secret Ravine	B	0.65	B	0.64
Roseville Pkwy	Village/Slade	B	0.62	B	0.61
Creekside	Roseville Pkwy	C	0.73	C	0.73
Galleria	Roseville Pkwy	F	1.16	F	1.17
Gibson	Roseville Pkwy	D	0.83	D	0.82
N. Cirby	Roseville Pkwy	B	0.70	B	0.69
Old Auburn Rd	Roseville Pkwy	A	0.59	A	0.59
Reserve Drive	Roseville Pkwy	E	0.98	E	0.97
Sierra College	Roseville Pkwy	D	0.82	D	0.84
Taylor Rd	Roseville Pkwy	D	0.84	D	0.84
Washington Blvd	Roseville Pkwy	C	0.78	C	0.76
West Mall	Roseville Pkwy	B	0.68	B	0.68
Sierra College	Eureka Road	C	0.79	C	0.77
Sierra College	Indigo Creek	C	0.73	C	0.73
Sierra College	Old Auburn Rd	C	0.75	C	0.76
Sierra College	Olympus Drive	C	0.70	C	0.72
Sierra College	Secret Ravine	A	0.57	A	0.57
South Cirby Way	Old Auburn Rd	D	0.88	D	0.89
Stanford Ranch	Fairway Drive	B	0.66	B	0.67
Stanford Ranch	Five Star Blvd	C	0.81	C	0.81
Stanford Ranch	Highlands Dr	B	0.63	B	0.64
Stanford Ranch	SR-65 NB On	C	0.71	C	0.72
Stanford Ranch/Gal	SR-65 SB On	C	0.73	C	0.73
Sunrise Avenue	Automall	C	0.72	C	0.72
Sunrise Avenue	Cirby Way	F	1.14	F	1.13
Sunrise Avenue	Coloma Way	F	1.11	F	1.10
Sunrise Avenue	Douglas Blvd	E	1.00	E	0.99
Sunrise Avenue	Eureka Rd	F	1.14	F	1.15
Sunrise Avenue	Frances	B	0.68	B	0.68
Sunrise Avenue	Kensington	D	0.85	D	0.88
Sunrise Avenue	Lead Hill Blvd	E	0.97	E	1.00
Sunrise Avenue	Oak Ridge Dr	E	0.93	E	0.93
Sunrise Avenue	Roseville Pkwy	B	0.65	B	0.66
Sunrise Avenue	Sierra Gardens	D	0.85	D	0.83

Table D
LEVELS OF SERVICE – CITY OF ROSEVILLE SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS WRSP AND KAISER EXPANSION SCENARIO

Roadway		Cumulative No Project With WRSP		Cumulative Plus Project With WRSP	
North-south	East-west	LOS	V/C	LOS	V/C
Sunrise Avenue	Suntree	B	0.63	B	0.62
Taylor Rd	Eureka Road	D	0.90	E	0.91
Grant Street	Vernon Street	E	0.94	E	0.95
Judah	Vernon Street	A	0.58	A	0.58
Lincoln Street	Vernon Street	D	0.89	D	0.90
Washington Blvd	Diamond Oaks	C	0.70	C	0.70
Washington Blvd	Hallisey	A	0.46	A	0.46
Washington Blvd	Industrial Ave	B	0.61	B	0.60
Washington Blvd	Junction Blvd	D	0.83	D	0.84
Washington Blvd	Main Street	F	1.01	E	0.96
Washington Blvd	Oak Street	A	0.57	A	0.58
Washington Blvd	Sawtell	C	0.74	C	0.74
Woodcreek Oaks	Baseline Road	C	0.73	C	0.73
Woodcreek Oaks	Canevari Road	A	0.52	A	0.52
Woodcreek Oaks	Junction Blvd	C	0.74	C	0.73
Woodcreek Oaks	McAnally	B	0.69	B	0.68
Target Entrance	Fairway Drive	C ²		C ²	
Wal-Mart Entrance	Lead Hill Blvd	C ²		C ²	
Pleasant Grove Blvd	Wal-Mart Entrance	C ²		C ²	
Roseville Parkway	Trestle Drive	C ²		C ²	
HP Road A	Blue Oaks Blvd	C ²		C ²	
HP Road B	Blue Oaks Blvd	C ²		C ²	
Fiddymment Rd	Hayden Pkwy N	A	0.37	A	0.37
Fiddymment Rd	Hayden Pkwy S	A	0.44	A	0.44
West Side Dr	Blue Oaks Blvd	A	0.20	A	0.21
Hayden Pkwy	Blue Oaks Blvd	A	0.38	A	0.39
Fiddymment Rd	Westhills Dr	B	0.62	B	0.62
Dyer Lane	Pleasant Grove Blvd	A	0.27	A	0.27
Collector A	Pleasant Grove Blvd	A	0.34	A	0.34
NS Street/Fiddymment	Blue Oaks Blvd	A	0.52	A	0.52

Notes:

- The signal at the intersection of Foothill Boulevard and Atkinson Road will be eliminated by the addition of a second loop ramp under the 2020 CIP thus providing LOS "A" conditions at this intersection
- Intersection that the City intends to signalize and ones that would have relatively low "minor street" volumes that would clearly allow LOS "C" or better conditions at buildout of the City.
- Intersections operating at LOS "D" or worse conditions are shaded.

Source: DKS Associates 2003

South Placer Justice Center Courthouse site program and parking

This supplements the application documentation for the MPP/CUP application to the City of Roseville for the South Placer Justice Center (SPJC). This document focuses on the development of the site program relative to the number of parking spaces and the criteria used to derive the necessary parking.

Development Criteria:

During the fall and winter of 2002, Dan Smith & Assoc. (DSA) was retained by the Placer County Superior Court and the CA Administrative Office of the Courts (AOC) to develop a program statement for Court facilities needs through 2022. The consultant was also charged with developing a space program specific to the courthouse proposed for the SPJC. This space program defined the development criteria for the site and the building based on the specific space needs defined by the Placer County Superior Court administration and the *Trial Court Facilities Guidelines* adopted by the California Judicial Council, 1 July 2002. The guidelines stipulate that the following criteria shall be considered in order to provide adequate parking for court facilities:

- The number and type of courtrooms.
- The daily number of users, visitors and jurors.
- The number of staff employed at the facility.
- The average number of official vehicles at the facility.

The parking requirement was derived by DSA based on the operational descriptions and user populations provided by the Courts and the AOC in consideration of the facilities guidelines.

Summary project description:

The proposed SPJC courthouse will contain eight general-purpose courtrooms in approximately 110,000 GSF. Space is also included for administration, clerks, filing, public access, inmate transfer/holding and other functions necessary to discharging the business of the Courts.

Parking capacity derivation:

The programming consultant, Dan Smith and Assoc., developed several iterations for the parking requirements, which are presented in the tables below. The first iteration was based upon the user populations, from historical data compiled by the Court.

Type	No.	Use Factor	Parking
Secure Judicial Parking	8	100%	8
Employees	143	95%	137
Public visitors (20/courtroom)	160	100%	160
Jurors	177	98%	173
Official vehicle parking	10	Assumption	10
Total Parking Space Need	498		488
	Proposed ratio	*GSF/Space	225
		Spaces/courtroom	61
		*Courthouse gross area	109,739

All but the public visitors are assumed as daily counts; the public number represents a maximum hour count for visitors, litigants, attorneys etc. Based on the Court's historical data, the maximum parking demand will occur between 8-9am with the maximum influx of employees and jurors. Visitors, litigants and attorneys account for a fairly constant demand weighted towards the morning hours.

The draft Court Facilities Master Plan, compiled by DSA and sponsored by the AOC, made adjustments to the parking requirements. This adjustment was a result of examination of other Court facilities and in consideration of the Roseville parking standard. These numbers reflect an expectation of a slight increase in the potential number employees and visitors.

Type	Criteria	Parking
Secure Judicial Parking	100% Judicial positions	8
Public/Jury/Staff Parking	4.55 spaces per 1,000 GSF	504
Official Vehicle Parking	Assumption	6
Total Parking Space Need		518
	Proposed *GSF/Space	214
	Spaces/courtroom	65
	*Courthouse gross area	110,700

Reference data:

The traffic trip analysis performed by DKS Assoc. indicates that the Peak AM trip generation for the courthouse will be 264 trips. The same analysis predicts that the daily trip generation will be 2049. This data assists in understanding the parking demand during the peak morning demand period. A review of other comparable court facilities did not identify any examples with direct correspondence by type or size. The following table presents examples of two Sacramento facilities, the Carol Miller Justice Center and the William Ridgeway Family Relations Courthouse.

Facility	Carol Miller Justice Center	William Ridgeway Courthouse
Courtrooms	7	15
Gross Area	94,189	164,981
Parking provided	478	1,089
Spaces/1000GSF	5.1	6.6
GSF/Space	197	151
Spaces/Courtroom	68	73
Average daily visitors	2,015	2,230

Of the two facilities, the Carol Miller facility corresponds the best to the proposed SPJC. However, both facilities have a higher concentration of large, high volume courtrooms than the proposed SPJC courthouse. The William Ridgeway Courthouse also houses other justice services not proposed for the SPJC courthouse.

The proposed parking for the SPJC courthouse was derived by application of the criteria set forth in the AOC Facilities Guidelines and user populations determined by the Superior Court consistent with actual use of Court facilities. Furthermore, to the extent that a reliable comparison can be applied, the parking ratio is reasonably consistent with other court facilities. It is expected that the proposed parking will adequately accommodate the parking demands of staff, visitors, attorneys and litigants.

DEPARTMENT OF FISH AND GAME

SACRAMENTO VALLEY AND CENTRAL SIERRA REGION

1701 NIMBUS ROAD, SUITE A

RANCHO CORDOVA, CALIFORNIA 95870

Telephone (916) 358-2900

ATTACHMENT '5'



May 23, 2003

Ms. Kathy Pease
Roseville Planning Department
311 Vernon Street
Roseville, CA 95678

Dear Ms. Pease:

The Department of Fish and Game (DFG) has reviewed your requests for comments on the South Center Justice Center. The project includes development of a government center and open space on 72.47 acres within the northern portion of the City of Roseville, Placer County.

The project site is dominated by grassland habitats and is within three miles of one active Swainson's hawk (*Buteo swainsonii*) nest and within ten miles of six additional nests based on DFG studies conducted during the spring of 2001. The project site provides foraging habitat for this state listed threatened species. We recommend that mitigation measures be identified in subsequent environmental documents that require acquisition (fee title, easement or credits in an approved mitigation bank) of suitable foraging habitat within west Placer County for grassland habitats impacted as a result of project implementation at a ratio of 0.75:1. Failure to identify mitigation for this project impact prior to project approval would result in a significant, avoidable, and unmitigated impact to a state listed species. The DFG would concur with a Negative Declaration for this project provided appropriate mitigation, as described, was included within the environmental document.

Thank you for the opportunity to review this project. If we can be of further assistance, please contact Mr. Jeff Finn at (530) 477-0308 or Ms. Terry Roscoe, Habitat Conservation Planning Supervisor at (916) 358-2382.

Sincerely,


Larry L. Eng, Ph.D.
Deputy Regional Manager



ATTACHMENT '6'

Office (916) 774-5600
FAX (916) 784-3797
TDD (916) 774-5220
www.RosevilleElectric.org

10/6/2003

James Gately / Bob Grey
J.B. Management
2101 Evergreen Street
Sacramento, Ca. 95815

The City of Roseville Electric Department will provide electric service to the project known as:

South Placer Justice Center
10800 Industrial Avenue
Roseville, Ca.

The electric service will be provided in accordance with the City of Roseville policies in force at the time of construction.

Sincerely,

Tom Habashi
Electric Utility Director

RECEIVED

OCT 06 2003

PLANNING DEPARTMENT



MEMORANDIUM

To: Mike Isom, Associate Planner

From: J. Mwah Polson, Environmental Utilities

Cc: Kelye McKinney, Engineering Manager
Ed Kriz, Water Utility Manager

Subject: **South Placer Justice Center; 10800 Industrial Boulevard**

Date: September 9, 2003

The Environmental Utilities Department has determined that the subject project will not require additional water supply beyond that already available from the City of Roseville's water system. This determination was based on comparison of water supply available for the site with the estimated water demand required of the project including the proposed annexation of the 6-acre parcel that is currently outside the City's corporate boundary.

The original site totals 66.9 acres (without annexation) and has a water demand allocation of 171,398 gpd based upon an Industrial water demand factor of 2,562 gpd/acre. The subject project including the annexation, has a total of 72.5 acres, including a 19 acre wetland. Assuming the wetland will not be developed, the proposed project will have a developable area of 53.5 acres. Using a water demand factor of 2,598 gpd/acre for Light Industrial and Business Professional zoning and the applicant's estimate of 28,420 gpd for 980 inmates, the project results in a water demand of approximately 167,413 gpd.

Since the original allocation for the original site is greater than the demand for the proposed project, including the proposed annexation, the Environmental Utilities Department has concluded there is sufficient water in the City's water budget for this project as long as the wetland areas are not developed in the future.

Please call if you have any questions or need additional information.